



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

DATE: April 7, 2011

TO: Pat Modugno, Chair  
Esther L. Valadez, Vice Chair  
Leslie G. Bellamy, Commissioner  
Harold V. Helsley, Commissioner  
Curt Pedersen, Commissioner

FROM: Samuel Z. Dea, Supervising Regional Planner  
Special Projects Section

SUBJECT: **AGENDA ITEM NO. 6**  
**PROJECT NUMBER TR070853-(2)**

The applicants, Kroeze Family, LLC, Kroeze, Inc. and County of Los Angeles Metropolitan Transportation Authority, propose a two-lot mixed use development ("Aviation Station") on 5.9 gross acres with a total of 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space. The project site is located immediately south of the Metro Green Line Aviation/LAX Station, with approximately 3.2 acres located within the unincorporated area of the County and 2.7 acres located within the City of Los Angeles. The portion of the project site located within the City is proposed to be detached from the City, thereby becoming part of the unincorporated County territory.

Attached are supplemental materials received pertaining to the above referenced item. Included are additional e-mails from the public received since the February 16, 2011 public hearing and responses to Planning Commission's directives received at the February 16 public hearing.

Below is a brief summary of the February 16 public hearing and the direction that the Commission provided to staff and the applicant involving continuation of the hearing on April 20, 2011.

#### **February 16, 2011 PUBLIC HEARING**

At the February 16, 2011 public hearing, the Commission heard a presentation from staff and testimony from representatives of the Applicants and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. At the time of the hearing, the commission seat for the Fourth Supervisorial District was vacant. The applicant's representatives, Charles Moore and Roger Moliere, and the project architect, Dan Withee, testified in favor of the project. Two additional persons testified in favor of the project and three local residents testified with concerns regarding the proposed access and the density of the development.

The Commission directed the Applicants and County staff to conduct a meeting in the Del Aire community to receive additional testimony from local residents. There being no further testimony or discussion, the Commission voted to continue the public hearing to April 20, 2011, to provide time for staff and the applicant to hold the community meeting, to prepare the Final Environmental Impact

Report and draft findings and conditions for the Commission's consideration and possible final action on the applicant's request.

## **STAFF RESPONSES TO THE COMMISSION'S DIRECTIVES**

A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The meeting agenda and audio recording are included in this package.

Samuel Dea from Regional Planning began the meeting with a description of the entitlements requested and process status, which was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117<sup>th</sup> Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern is that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway because Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117<sup>th</sup> Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association's concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117<sup>th</sup> Street and Judah Avenue (see attached 117<sup>th</sup> Street & Judah Avenue - Exhibit "B"). This would preclude automobile access to the project site for traffic coming west from 117<sup>th</sup> Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as the water line and wastewater system; impacts to existing traffic patterns including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and compatibility of the proposed project density with the neighborhood. These concerns are addressed below:

Impacts to facilities such as libraries and schools: As part of the project, the project applicant will pay all development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District (EIR Mitigation Measure MM 5.3-1). The project applicant shall also remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facility Mitigation Fee program (EIR Mitigation Measure MM 5.3-2).

Impacts on existing infrastructure such as the water line and wastewater system: The project will include new water and fire flow infrastructure to the satisfaction of the Departments of Public Works and Fire. The new lines will ensure adequate water and fire flow infrastructure and compliance with the County Code requirements (EIR Mitigation Measures MM 5.5-1, MM 5.5-2, and MM 3.3-2). The project will include appropriate wastewater infrastructure through the upgrade of local sewer lines and laterals necessary to serve the project. All improvements will be constructed to the satisfaction of the Department of Public Works (EIR Mitigation Measures MM 5.2-1 through MM 5.2-4)

Impacts to existing traffic patterns including increased demand for on-street parking and increased traffic on the neighborhood streets: The development will include 797 parking spaces for the residents, guests, the commercial uses and leasing office. Through the CUP, the applicant is requesting reduction of some of the parking standards. The reduction would allow for studio and one bedroom condominiums to provide one covered parking space per unit, rather than the two covered

parking spaces required by the Code; and for one bedroom apartments to provide one covered parking space per unit, rather than the one and one-half parking spaces required by the Code. The project will provide parking for all other uses on the site at the ratios required by the Code. Staff believes that this reduction is appropriate considering the transit-oriented-development character of the project and its proximity to the Metro Green Line Aviation/LAX Station and bus transfer station. All parking for the project will be easily accessible to all residents, guests and retail customers from the parking structure located centralized on the project site.

Although the proposed development will not result in excessive demand for on-street parking by the project residents, to provide assurance that project residents would not park on adjacent streets, the applicant proposes to coordinate with Public Works to establish a restricted parking program for 117th Street and Judah Avenue, which currently have unrestricted parking, to reduce potential traffic conflicts for the adjacent single-family residential neighborhood (EIR Mitigation Measure MM 5.1-4.)

To address traffic concerns on neighboring streets, the applicant is considering providing funding for community circulation improvements in proximity to the project site, including, but not limited to 117th Street and Judah Avenue.

Lack of housing need: Projects such as Aviation Station are necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce the reliance on automobile, and limit greenhouse gas emissions. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit.

Compatibility of the proposed project density with the neighborhood: The property is located adjacent to an established community and surrounded by major commercial and utility uses to the north and west and single family residences to the east and south. Surrounding land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses, especially since it is located at the fringe of a residential neighborhood, between the single-family homes, the metro station and the 105 freeway. The design of the project maximizes compatibility between the scale of the new development and the existing neighborhood. Proposed buildings located along Aviation Boulevard and the transit plaza are five stories tall and up to 72 feet in height, which is compatible with the scale of existing development and land uses facing west and north of the project site. Buildings facing the single-family residences, to the east and south, scale down to two stories and are approximately 20 feet in height. The proposed buildings facing 117th Street and Judah Avenue are townhome style units and the reduction in height increases the compatibility with the scale of the one and two-story single-family houses that face the southern and eastern sides of the property site.

## **STAFF RECOMMENDATION**

The following recommendation is made prior to close of the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing. If the Commission finds the request satisfies the conditional use permit and parking permit burden of proof requirements and the requirements for a vesting tentative tract map, then staff recommends **APPROVAL** of Conditional Use Permit No. 200900024, Parking Permit No. 201000008 and Vesting Tentative Tract Map No. 070853 and recommend to the Board approval of General Plan Amendment No. 200900002 and adoption of Zone Change No. 200900002 with the attached findings, conditions and mitigation and monitoring program.

**SUGGESTED APPROVAL MOTION:**

**"I MOVE THAT THE PUBLIC HEARING BE CLOSED AND THAT THE REGIONAL PLANNING COMMISSION ADOPT THE ENVIRONMENTAL IMPACT REPORT, MITIGATION MONITORING AND REPORTING PROGRAM, and CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS ASSOCIATED WITH CONDITIONAL USE PERMIT NO. 200900024 AND VESTING TENTATIVE TRACT MAP NO. 070853."**

**"I FURTHER MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE VESTING TENTATIVE TRACT MAP NO. 070853, CONDITIONAL USE PERMIT NO. 200900024 AND PARKING PERMIT NO. 201000008, AND RECOMMEND TO THE BOARD APPROVAL OF GENERAL PLAN AMENDMENT NO. 200900002 AND ADOPTION OF ZONE CHANGE NO. 200900002 WITH THE ATTACHED FINDINGS, CONDITIONS AND MITIGATION AND MONITORING PROGRAM."**

Prepared by Carolina Santoro Blengini, Regional Planning Assistant II  
Reviewed by Samuel Z. Dea, Supervising Regional Planner

**ATTACHMENTS**

117<sup>th</sup> Street & Judah Avenue – Traffic Exhibit "B"  
Agenda for the Community Meeting 3/26/2011  
Additional Comment Letters Received  
Conditional Use Permit and Parking Permit Findings and Conditions  
Vesting Tentative Tract Map Findings and Conditions  
General Plan Amendment Resolution  
Zone Change Resolution  
CEQA Findings and MMRP  
Final Environmental Impact Report (DVD)  
Audio for the Community Meeting 3/26/2011(CD)

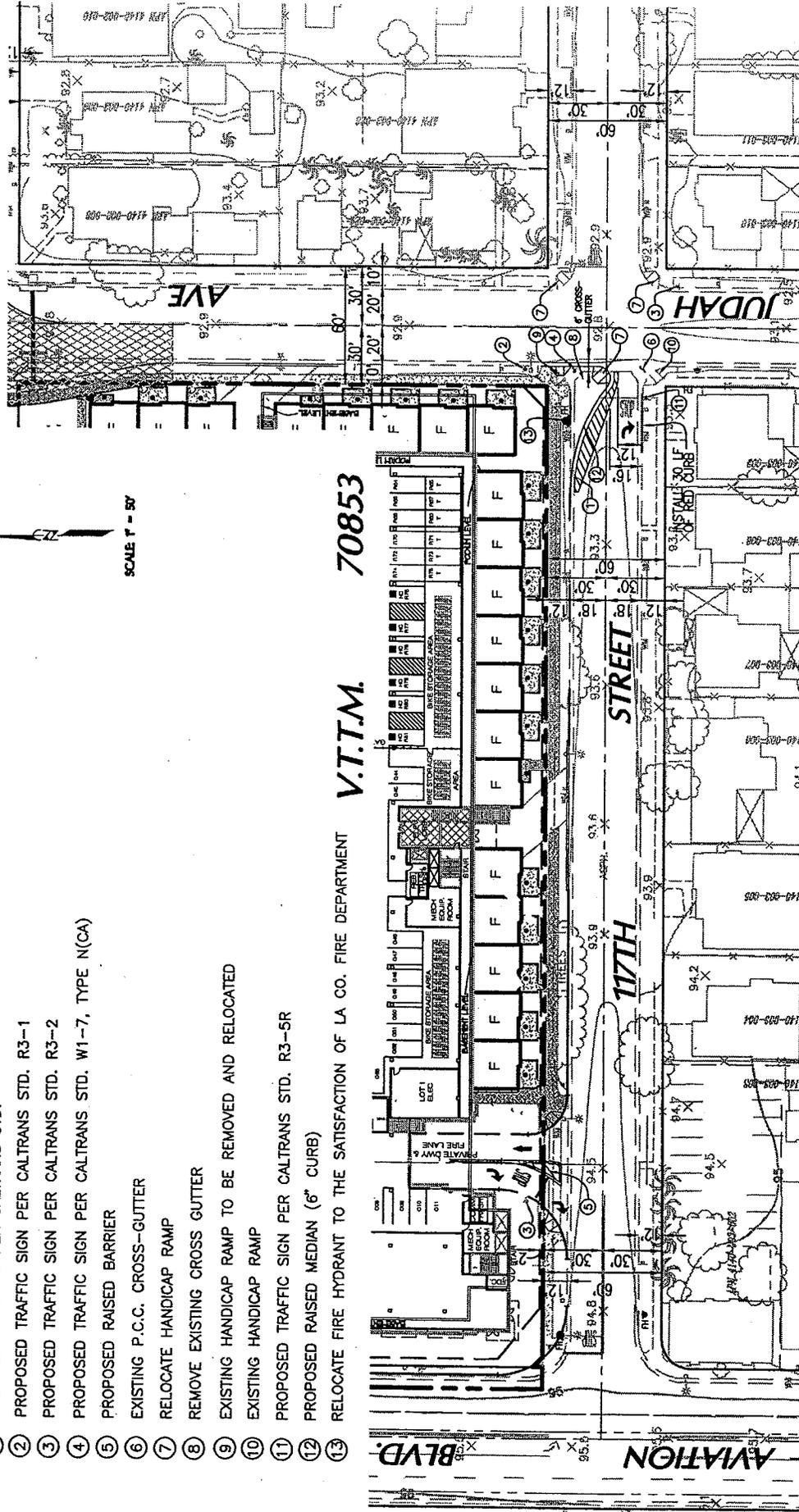
SZD:CSB  
4/7/11

**CONSTRUCTION NOTES**

- ① PROPOSED STRIPING PER CALTRANS STD.
- ② PROPOSED TRAFFIC SIGN PER CALTRANS STD. R3-1
- ③ PROPOSED TRAFFIC SIGN PER CALTRANS STD. R3-2
- ④ PROPOSED TRAFFIC SIGN PER CALTRANS STD. W1-7, TYPE N(CA)
- ⑤ PROPOSED RAISED BARRIER
- ⑥ EXISTING P.C.C. CROSS-GUTTER
- ⑦ RELOCATE HANDICAP RAMP
- ⑧ REMOVE EXISTING CROSS GUTTER
- ⑨ EXISTING HANDICAP RAMP TO BE REMOVED AND RELOCATED
- ⑩ EXISTING HANDICAP RAMP
- ⑪ PROPOSED TRAFFIC SIGN PER CALTRANS STD. R3-5R
- ⑫ PROPOSED RAISED MEDIAN (6" CURB)
- ⑬ RELOCATE FIRE HYDRANT TO THE SATISFACTION OF LA CO. FIRE DEPARTMENT

V.T.T.M. 70853

RELOCATE FIRE HYDRANT TO THE SATISFACTION OF LA CO. FIRE DEPARTMENT



117TH STREET & JUDAH AVENUE  
TRAFFIC EXHIBIT "B"  
MARCH 29, 2011  
VESTING TENTATIVE TRACT  
NO. 70853

DEVELOPER:  
KROEZE FAMILY, LLC  
18604 AVIATION BLVD, INGLEWOOD, CA, 90304  
PH (310) 643-9789

IDC

# AGENDA

## Aviation Station Project

Community Meeting Date: March 26, 2011, 9:00 a.m. – 11:30 a.m.

Meeting Place: Gymnasium, Del Aire Park  
12601 South Isis Avenue  
Hawthorne, California 90251

The purpose of this meeting is to allow the public to provide comments to the project applicant's representatives and to County of Los Angeles staff concerning the Aviation Station project. The project site is located south of the Metro Green Line Aviation/LAX Station, east of Aviation Boulevard, north of 117<sup>th</sup> Street, and west of Judah Avenue. The proposed project will develop approximately 5.9 acres of land with 390 residential units and 29,500 square feet of commercial space. For additional information about the project please visit the webpage <http://planning.lacounty.gov/case/view/tr070853> or contact Carolina Blengini at the County of Los Angeles Department of Regional Planning at [cblengini@planning.lacounty.gov](mailto:cblengini@planning.lacounty.gov) or (213) 974-1522. This meeting is not intended to, and does not, restrict the ability of the public to submit additional comments to the Regional Planning Commission and to the Board of Supervisors concerning this proposed project.

### I. Introduction

#### A. County Staff

1. Department of Regional Planning
2. Department of Public Works
3. Fire Department

#### B. Applicant Representatives

1. Withee Malcolm (Architect)
2. Linscott, Law & Greenspan (Traffic Engineer)

### II. Explanation of County Land Use Process and Current Status

#### A. Department of Regional Planning

### III. Presentation of Project Concept and Design

#### A. Withee Malcolm

### IV. Discussion of Street Improvement Considerations

#### A. Linscott, Law & Greenspan

### V. Public Comment

### VI. Closing Comments

#### A. Department of Regional Planning

## Blengini, Carolina

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**From:** John Aull [aulljohn@yahoo.com]  
**Sent:** Saturday, March 26, 2011 12:01 PM  
**To:** Blengini, Carolina  
**Subject:** comments and concerns for project metro green line south tr070853  
**Attachments:** CONCERNS WITH WILD GOOSE PROJECT letter to county.doc

**Categories:** Important

Good Morning

Please let me know that you received this attachment.

I do not wish to be a burden on you I just want my issues and comments heard by the decision makers  
thank you

John Aull

Dear Ms. Carolina Blengini

I attended the meeting Saturday, March 26, 2011 and presented this list to the developer. I am aware that some of these concerns were brought up by others but I was unable to stay to speak to or hear the responses from the panel that had been assembled to address these issues and others at the meeting. Unfortunately I had a house fire only a few days earlier and with my family temporarily displaced I felt a need to be there for support. That left me unable to and have my questions answered or addressed on this day.

I personally asked that the developer respond to me directly. I also would like to make sure that these questions and concerns are presented at the next meeting of the Planning commission that is addressing this project I am not against this project. I just think that it needs some fine tuning, making minimal impact on those of us that live in Del Aire. All the upper case comments are from before the meeting and the lower case are my responses to comments from staff during the meeting and other questions that I had come up during the presentation.

I understand as the process goes there are many private and public agencies involved I would appreciate you forwarding my comments and questions to the individuals as well as the planning commission so my input will be heard.

Thank you for your assistance.

Sincerely,

John Aull

5453 w. 118 st.

Del Aire, Ca 90304

Phone 310-753-3474

#### CONCERNS WITH WILD GOOSE PROJECT

FIRST I UNDERSTAND THE LAW ONLY REQUIRES NOTICES TO A SMALL RADIUS OF THE PROJECT. BUT THIS PROJECT HAS TO DO WITH ALL OF DEL AIRE AND I THINK THE DEVELOPER SHOULD UNDERSTAND THAT AND MAKE SURE THE ENTIRE TRACT RECEIVES NOTICES THAT HAVE TO DO WITH THE PROJECT. WE SHOULD AS CITIZENS OF THIS COMMUNITY NOT HAVE TO MAKE SURE THE WORD GETS OUT

THIS BEING SAID I HAVE A FEW CONCERNS:

WHAT HAS BEEN DONE TO KEEP THE TRAFFIC FROM THE PROJECT FROM USING THE LOCAL STREETS FOR PARKING TO GAIN ENTRANCE TO THE PROJECT? EITHER BY FOOT OR VEHICLE?

WHAT HAS BEEN DONE TO THE HEIGHT OF THE PROJECT? ALLOWING US TO KEEP OUR PRIVACY FROM THE WINDOWS OF THE APARTMENT DWELLERS. If I understand from today's meeting the area between 116 and 117 west of

Judah will only be condo's is that correct? The design firm represented that the project would only have patios on the outer units no front doors. How high will the walls of the patios be and what is going to keep the condo residents from just hopping the patio walls to gain entry. Also this puts the patios at the front doors of the residents in Judah and 117 street.

CAN THE CURRENT ELEMENTARY SCHOOL HANDLE THE POSSIBLE INFLUX OF MORE CHILDREN?

WILL THE WISEBURN SCHOOL DISTRICT RECEIVE MONEY FROM THE PROJECT ?

HOW ABOUT THE POSSIBLE INCREASE IN CRIME? WE ONLY HAVE ONE SHERIFF CAR ASSIGNED TO THE AREA AND THAT CAR IS VERY SELDOM IN THE NEIGHBOR HOOD. WILL THE PROJECT HAVE A SECURITY TEAM SO NOT TO TAKE AWAY FROM OUR CURRENT LIMITED PATROL?

CAN THE FRESH AND WASTE WATER SYSTEMS HANDLE THE EXTRA USAGE? OUR THERE PLANS TO UP GRADE THE EXISTING SYSTEM TO HANDLE THE EXTRA USE?

WHAT ABOUT OUR OWN ZIP CODE? I UNDERSTAND THAT IS IN THE WORKS WHAT IS THE STATUS OF THAT HAPPENING?

WHAT HAS BEEN DONE TO KEEP THE TRAFFIC FROM THE PROJECT FROM USING THE LOCAL STREETS FOR PARKING TO GAIN ENTRANCE TO THE PROJECT? EITHER BY FOOT OR VEHICLE?

ADEQUATE PARKING FOR EMPLOYEES, AND PATRONS OF THE RETAIL, I FIND THE RATIO OF EMPLOYEE TO (1 VEHICLE TO EVERY 600SQ FEET) SQUARE FOOTAGE IS TOO LOW AND THE PATRON PARKING TO SQ. FOOTAGE FOR MOST BUSINESS SUGGESTED OCCUPANTS IS TOO LOW AS WELL IF ANY OF THE RETAIL IS 24 HOUR THAT CREATES MORE ISSUES WITH PARKING NOISE AND CRIME. It was mention that there would be the same number of parking spaces in the Park and Ride lot as there is today. Today that is not enough for the people that use it. There has to be a larger lot for the park and ride. At this meeting today it was also stated that the guest parking would be shared by the residents and the retail/commercial space. I feel that falls short of what will actually be needed.

ADEQUATE PARKING FOR RESIDENCE SECOND CAR, BOATS AND MOTOR HOMES. WE CURRENTLY HAVE A PROBLEM WITH LONG TERM PARKING ON 116ST AND ON ISIS WITH VEHICLES OF ALL TYPES.

ADEQUATE PARKING FOR GUESTS FOR EACH UNIT!!! IF ONE UNIT HAS A PARTY OF 10 VISITORS THAT'S A MIN. OF 5 CARS.

IS ALL THE NEW CONSTRUCTION GOING TO HAVE SPRINKLERS

WHAT LEVEL OF INCOME ARE THE PROPOSED OWNERS AND TENANTS. IS THERE A GUARANTEE THERE WILL NOT BE MORE PEOPLE PER UNIT THEN THE UNITS ARE DESIGNED FOR. Today they indicated that the Condo's demographic was younger professionals, perhaps aerospace workers and the like. What makes this project better to occupy that the other two large complexes that we have bordering are community now. The vacancy rate of the current projects appears to be high in my opinion.

WILL WE HAVE A GUARANTEE NO "REGISTERED SEX OFFENDERS WILL OCCUPY THE COMPLEX???"

CUL-DE-SAC 116 AND 117 SO THERE IS ONLY ACCESS TO THE PROJECT AND NOT TO THE COMMUNITY. Currently the emergency personnel and equipment come from the County. Sheriff from the new So. West Station, Imperial and Normandy. This service should not be impacted as the units I have been told are in the area any way and cul-de-sac the streets would just give less access for crime and less exit for the people committing the crime. So for police protection it seems like kind of a wash. Fire life safety would be the next issue. Currently we have County Fire. They could be responding from any station. Lennox, currently being the closest. Inglewood 108 and Crenshaw, Hawthorne 120 and Crenshaw, Hawthorne headquarters or Hawthorne Rosecrans and Hindry. And of course the possibility of El Segundo City Fire going County and there current station 2 would then become the closest. My point with the Fire department is that most of there response teams would hypotheclly be coming from the west or the south of the project and cul-de-sac 117th would not really have an affect on 116th or 117 sty. The response I think would not be any different than today regardless of how traffic flows on 117 street

WHERE IS THE ELECTRIC POWER BEING DRAWN FROM? NORTH OR SOUTH EDISON? CAN THE GRID HANDLE THE EXTRA STRAIN?

OTHER ENVIRONMENTAL ISSUES: AUTO EXHAUST, CONSTRUCTION DUST, CONSTRUCTION NOISE.

THIS AREA WAS DESIGNED FOR SINGLE FAMILY HOUSING AND THE STREETS AS WELL AS THE SCHOOLS. WHAT ABOUT OPEN GREEN SPACE ON THE EAST SIDE OF THE PROJECT. PERHAPS SOME OF THE PROJECTS LAND CAN BE GIVEN AND MAINTAINED AS A PARQUETS SINCE THERE IS NO PARK LIKE AREA IN THE NORTH END OF THE DEL AIRE COMMUNITY.

BOTTOM LINE THIS PROJECT MUST NOT HAVE ANY NEGATIVE EFFECT ON THE SURROUNDING RESIDENTS OR COMMUNITY. IF THIS IS NOT 100% BENEFICIAL TO THE DEL AIRE COMMUNITY IT SHOULD BE DOWN SIZED UNTIL IT IS 100% BENEFICIAL.

IT HAS BEEN SAID THAT THE PROJECT IS GOING FORWARD NO MATTER WHAT THE COMMUNITY WANTS. HAVING DEALT WITH THESE TYPES OF GROUP PROJECTS BETWEEN PRIVATE LAND OWNERS AND COUNTY GOVERNMENT BEFORE IT IS PROBABLY TRUE. BUT IT IS MY HOPE THAT THE DEVELOPER AND COUNTY WILL BE RESPECTFUL OF THE SURROUNDING AREA, OVER DEVELOPING THE AREA BECAUSE YOU CAN IS NOT FAR TO THOSE OF US THAT BOUGHT HERE AND LIVE HERE BECAUSE IT IS A NICE QUIET AND SAFE PLACE WITH GOOD SIZED LOTS AND MANY DIFFERENT TYPES OF HOMES NOT CONDO'S AND APARTMENTS. WE HAVE BEEN TOLD THAT THE LETTER OF THE LAW ALLOWS THE DEVELOPER TO GO FORWARD WITH THE DENSITY OUTLINED. BUT LETS TAKE A LOOK AT THE SPIRIT OF THE LAW AND THE SURROUNDING HOUSING AND HOMES. THE PLACES THAT WILL BE REMOVED BELONG TO THE DEVELOPER AND HAVE BECOME AN EYESORE FOR THE MOST PART. PERHAPS IF HE WAS TO DEVELOP THEM INTO NICE HOMES.

THE DEVELOPERS NEED TO TREAT US AS IF THEY WERE GOING TO REMAIN OUR NEIGHBORS AND HAD TO SEE US EVERYDAY FOR THE REST OF THERE LIVES AND RAISE THERE FAMILIES IN THE SAME ENVIRONMENT AS THEY ARE TRYING TO FORCE US TO RAISE OURS.

## Blengini, Carolina

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**From:** Rebecca Kelly [rkelly@lareminc.com]  
**Sent:** Wednesday, March 30, 2011 5:23 PM  
**To:** Blengini, Carolina  
**Subject:** Aviation Station Project  
**Attachments:** image001.jpg; image003.gif

Located south of the Metro Green Line Aviation/LAX Station, east of Aviation Blvd, north of 117<sup>th</sup> St and west of Judah Ave.

I attended the March 26 community meeting in Del Aire and was concerned to learn that the parking ratio used to establish the number of parking spaces per unit was a "guesstimate". According to the architect present, there are no specific building codes established to address parking ratios in units located next to public transportation. Thus, a number of the units have no parking spaces allocated to them. Really? As a commercial property broker and property manager that has overseen multiple developments, this seems like a ludicrous shot in the dark that will undoubtedly affect the residents in the neighborhood detrimentally. I find it beyond belief that anyone associated with the L.A. Dept of Regional Planning would want to be a part of such a decision-making process.

I highly object to the City using my neighborhood as a guinea pig for such a build-out.

Rebecca Kelly  
Director, Asset Management



INDUSTRIAL REAL ESTATE SPECIALISTS

160 E. Selandia Lane, Carson, California 90746  
(310) 436-6486 Direct - (310) 436-6496 fax  
[rkelly@lareminc.com](mailto:rkelly@lareminc.com) [www.lareminc.com](http://www.lareminc.com)  
License #01814798

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**FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES**

**PROJET NO. TR070853-(2)**

**CONDITIONAL USE PERMIT NO. 200900024**

**PARKING PERMIT NO. 201000008**

**ENVIRONMENTAL ASSESSMENT NO.200900024**

**HEARING DATES: FEBRUARY 16, 2011 AND APRIL 20, 2011**

**SYNOPSIS**

The applicants, Kroeze Family, LLC, Kroeze, Inc. and the Los Angeles County Metropolitan Transportation Authority ("Applicants"), request approval of a general plan amendment, zone change, tentative tract map, conditional use permit and parking permit to accommodate a mixed-use transit-oriented development consisting of 390 residential units (278 condominium units and 112 apartment units) and 29,500 square feet of commercial/retail space on a 5.9-acre site ("Project Site") adjacent to the Green Line Aviation/LAX Station in the unincorporated community of Del Aire.

**PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION**

**February 16, 2011 Public Hearing**

A duly noticed public hearing was held on February 16, 2011, before the Regional Planning Commission ("Commission"). The Commission heard a presentation from staff and testimony from representatives of the Applicants and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. At the time of the hearing, the commission for the Fourth Supervisorial District was vacant. The Applicants' representatives, Charles Moore and Roger Moliere, and the project architect, Dan Withee, testified in favor of the project. Two additional persons testified in favor of the project and three local residents testified with concerns regarding the proposed access and the density of the development.

The Commission directed the Applicants and staff to conduct a meeting at the Del Aire community to receive additional testimony from local residents. There being no further testimony or discussion, the Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting, to prepare the Final Environmental Impact Report, and to prepare draft findings and conditions for the Commission's consideration and final action on the vesting tentative tract map, conditional use permit, and related entitlements.

**April 20, 2011 Public Hearing**

[Reserved for summary of proceedings on April 20, 2011, public hearing.]

**FINDINGS**

1. The Applicants are requesting a Conditional Use Permit ("CUP") to authorize the development of a residential and commercial/retail project in the Mixed Use

Development ("MXD") zone and to ensure consistency with the Development Program zoning addendum on a 5.9-acre site that consists of two parcels that will be developed as a contiguous project site. The development consists of subdividing the site into two lots to accommodate 278 condominium units, 112 apartment units and approximately 29,500 square feet of commercial/retail space. Lot 1 will be 3.2 acres, and Lot 2 will be 2.7 acres. The Applicants are also requesting a Parking Permit to allow reciprocal access between the two proposed lots, and approximately 39 percent or 312 of the 797 proposed parking spaces for the development to be in the tandem configuration.

2. A Conditional Use Permit is required to ensure compliance with the requirements and standards of the proposed MXD and Development Program zone pursuant to Sections 22.40.520 and 22.40.040 of the Los Angeles County Code for the proposed development and to ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area.
3. CUP No. 200900024, and Parking Permit No. 201000008 were heard concurrently with Plan Amendment No. 200900002, Zone Change ZC200900002 and Vesting Tentative Tract Map No. 070853. Approval of the vesting tentative tract map will not become effective unless and until the Board of Supervisors has approved the General Plan Amendment and adopted an ordinance effecting the change of the zone and such ordinance has become effective, and until the Local Agency Formation Commission for the County of Los Angeles ("LAFCO") has approved a jurisdictional boundary change which involves the detachment of territory from the City of Los Angeles and annexation into Unincorporated Los Angeles County, as depicted on the approved tentative tract map.
4. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential, and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a General Plan designation consistent with the remainder of the Project Site will be in place for the subject property. The City-portion of the Project Site is currently designated as Public Facility under the City of Los Angeles General Plan.
5. Zone Change No. 200900002 is a request to change 0.9 acres of the Project Site from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program) zone; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City as MXD-68U-DP, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the

subject property. The City portion of the Project Site is currently zone PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.

6. Vesting Tentative Tract Map No. 070853 is a related request to create two lots on 5.9 gross acres to accommodate a mixed use development consisting of a total of 390 residential units, which include 278 condominium units and 112 apartment units, along with approximately 29,500 square feet of commercial/retail space. Lot 1 will be developed with 112 apartment units, 8,000 square feet of commercial/retail space and 523 parking spaces; and Lot 2 will be developed with 278 condominium units, 21,500 square feet of commercial/retail space and 274 parking spaces.
7. The Project Site located within both the unincorporated community of Del Aire in the County and the City, bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line Aviation/LAX Station and Interstate 105 ("I-105") to the north. Approximately 3.2 acres of the Project Site are located within the County area and the remaining 2.7 acres are located within the City.
8. Regional access to the Project Site is provided by the 105 and 405 freeways, which are located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
9. The Project Site is approximately 5.9 gross acres (5.78 net acres) in size, rectangular in shape, with flat terrain and it is currently divided by West 116th Street. The subject property is currently developed with 11 residences (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
10. Surrounding land uses within a 500-foot radius of the project site are the Metro Green Line Aviation/LAX Station, bus transfer station, and a Park-and-Ride Lot to the north, single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres is zoned R-1 (Single-Family Residence), and 2.7 acres of the subject property, which is located within the City of Los Angeles is zoned PF (Public Facility). The detachment of territory from the City will require the subsequent action of Local Agency Formation Commission (LAFCO). Upon LAFCO approval of the

detachment of the incorporated portion of the Project Site from the City and annexing it to the County, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property.

12. Properties to the north of the project site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The subject property is designated a Low Density Residential in the Los Angeles Countywide General Plan Land Use Policy map and Public Facility in the City of Los Angeles General Plan. Concurrent with this approval, the Commission has recommended that the Board of Supervisors approve an amendment to the Countywide General Plan to amend the 3.2-acre portion of the Project Site located within the County to High Density Residential and predesignate the 2.7-acre portion of the Project Site located within the City from Public Facility under the City of Los Angeles General Plan to Category 4, High Density Residential. Upon approval of the detachment of the incorporated portion of the project site from the City, a General Plan designation consistent with the remainder of the project site will be in place for the subject property.
14. The Project Site is located partially within the Airport Influence Area established for the Los Angeles International Airport. Section 21676.5 of the Public Utilities Code (PUC) requires that projects within the airport planning boundary be reviewed by the Airport Land Use Commission (ALUC) when the local agency's general plan has not been reviewed for consistency with the Comprehensive Airport Land Use Plan. The related general plan amendment and zone change will require an ALUC consistency determination pursuant to Section 21676(b) of the PUC, and the project approvals will be conditional on an ALUC finding of consistency.
15. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along

the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117<sup>th</sup> Street and Judah Avenue to the west, south, and east respectively.

16. The Exhibit "A" also includes a Conceptual Signage Program which includes ten different types of signs, graphics, or other wayfinding indicators. These signage types vary from large building-mounted architectural features to small hanging and window signs. The Conceptual Signage Program includes the potential layout of the project signs, with the majority of signs placed along Aviation Boulevard and the north side of the project facing the transit plaza to accommodate the location of commercial land uses and the anticipated increase of vehicular and/or pedestrian traffic. Signs that are informational in nature such as building identifier, directional, wayfinding are proposed along West 117th Street and Judah Avenue.
17. Approximately 62,800 cubic yards of grading, or earth movement, will be needed to accommodate the proposed development. The grading is necessary to construct the subterranean parking structure and utility infrastructure. Approximately 61,000 cubic yards of soil from the project site will be cut and exported off-site with the remaining 1,800 cubic yards used as backfill.
18. Domestic water will be provided to the project site by Golden State Water Company. Sanitary service will be provided by the Los Angeles Sanitation District 5. Gas utilities will be provided by Southern California Gas Company, and electricity by Southern California Edison Company. Telephone Service will be provided by AT&T. The project site is within the boundaries of the Wiseburn School District, and the Centinella Valley Union High School District.
19. The technical and engineering aspects of the project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
20. The proposed use for the subject property is appropriate because its location allow the efficient use of existing infrastructure and services, as the site is compatible with surrounding uses, adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to energy conservation. Design features such as building orientation and inclusion a mix of housing and commercial uses compliment and protect surrounding uses. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses.

21. The site is physically suitable for the type of development being proposed, as the property is relatively flat, adequately served by public utilities and of appropriate size to adequately fit the proposed development and comply with the MXD Zone standards.
22. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures excepts as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
23. The proposed project is consistent with the development standards and requirements applicable to the MXD-68U-DP Zone, as set forth in Section 22.40.510 of the County Code, as well as the requirements of the DP zone, pursuant to Sections 22.40.030 through 22.40.080 of the County Code.
24. Pursuant to Section 22.40.520.B(1)(a), mixed use development projects are contemplated for parcels of land containing not less than 5 acres. Here, there are two individual parcels comprising the development site, each of which is less than 5 acres in size, but together they total approximately 5.9 acres. The parcels are planned for development as a single, unified project spanning the entire 5.9 acre site, therefore, the proposed mixed use development would take place on a site that is not less than 5 acres in size. Additionally, the Code allows for mixed use developments on lots that are less than 5 acres so long as the development constitutes an appropriate and orderly extension and/or arrangement of buildings, facilities and open space, in addition to meeting all other applicable Code requirements. The proposed project constitutes such a development because it is proposed as a single development with four buildings organized above a parking structure and separated by outdoor spaces and amenities connected by paved pathways lined with landscaping which maximizes open space and density. The development interfaces well with the community since it allocates the commercial uses with residential units above facing Aviation Boulevard and the transit station and the two-story townhome style units facing the single-family houses along 117<sup>th</sup> Street and Judah Avenue. The compact parking structure is located at the center of the project site, framed by commercial and residential buildings, which allows the parking spaces to be easily accessible by all uses within the property while concealed from street view maximizing visual compatibility with the surrounding residential community.
25. The proposed project is required to comply with the development standards of the MXD zone pursuant to Section 22.40.520 of the County Code, except as otherwise modified by this CUP.
26. The project is consistent with the uses allowed in the MXD zone and with the following standards: required area, design features, open space, landscaping,

building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone:

- a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
- b) Lot No. 1: To allow Building Coverage of 85 percent.
- c) Lot Nos. 1 and 2: To allow the following changes in parking standards:
  - i. Studio Condominium: one covered parking space per unit
  - ii. One Bedroom Condominium: one covered parking space per unit
  - iii. One Bedroom Apartments: one covered parking space per unit
- d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
  - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
  - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.

27. The Applicants has requested modification of lot coverage and floor area ratio to allow Lot 1 to exceed the maximum building coverage and FAR standards in the MXD zone. Lot 1 has a FAR of 2.43 and Building Coverage of 85 percent, which exceeds the 2.0 FAR and 50 percent Lot Coverage County Code standards. Although Building Coverage and FAR of Lot 1 exceed the County standards, modification of the lot coverage requirement is appropriate for the project because of its urban development character and proximity to an existing transit station. Current planning practices and state law encourage residential densities of established communities be increased and redevelopment of low-density urban areas with existing services such as mass transit to reduce sprawl, traffic impacts and greenhouse gas emissions. An effective method to encourage such redevelopment is to modify Building Coverage standards on urban infill sites located adjacent to transit hubs. Lot 2 meets the applicable requirements related to FAR and lot coverage, with an FAR of 1.36 and a 47 percent lot coverage.

28. There will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the proposed project is a transit oriented development. The intent of providing high-density developments in close proximity to public transit stations is to reduce the use of automobile and encourage the use of mass transit. The Applicants have requested a reduction in the parking requirement contained in Part 11 of Chapter 22.52 of the County Code. The reduction would allow for studio and one bedroom condominiums to provide one covered parking space per unit, rather than the two covered parking spaces required by the Code; and for one bedroom apartments to provide one covered parking space per unit, rather than the one and one-half parking spaces required by the Code. The project will provide parking for all other uses on the site at the ratios required by the Code. Pursuant to

the Code, a total of 964 parking spaces would be required (846 for the residences and 118 for the commercial/retail or 658 for Lot 1 and 306 for Lot 2). Under the requested modification, the project will provide one parking space for each one-bedroom or studio condominium unit and one parking space for each one-bedroom apartment unit, which along with the required parking for the other uses, will result in a total of 797 parking spaces on the project site. The requested reduction is a 17 percent reduction of required parking spaces pursuant to the County Code.

29. A two-level parking structure with 763 parking spaces is proposed on the project site with 679 (including 312 tandem spaces) parking spaces reserved for the residential units and guests and 84 parking spaces reserved for the commercial/retail uses. All the residential parking will be provided in a secured gated area. An additional 34 parking spaces for the commercial/retail area is also proposed on a surface parking area located on the northeast portion of the project site.

The requested modification is appropriate as the subject property is in close proximity to Green Line Station and a bus transfer station. The County adopted the Transit Oriented Districts Ordinance (Chapter 22.44 Part 8 of County Code), which provides that required parking for certain uses may be reduced by 20 percent along the Metro Green Line Transit Oriented Districts and by 40 to 60 percent along the Metro Blue Line Transit Oriented Districts. Although located adjacent to a Metro Green Line station, the subject property is not within an adopted Transit Oriented District. Nevertheless, the principles that support a reduction in parking requirements for projects within designated Transit Oriented Districts apply to the proposed transit oriented development.

30. Neither of the proposed lots will contain enough parking spaces to meet the standard Code requirement of 964 spaces. However, as modified the proposed development requires a total of 797 parking spaces (523 spaces for Lot 1 and 274 for Lot 2). The site plan depicts 512 parking spaces located on Lot 1 and 285 parking spaces located on Lot 2. The proposed parking configuration requires Lot 2 to allocate 11 surplus parking spaces to Lot 1. In addition to the modification of the required parking ratios, the applicant also requested approval through the parking permit to allow reciprocal access and share parking between Lot 1 and Lots 2. Shared and reciprocal parking is necessary due to the compact and functional configuration of this project and parking structure. The use of a compact parking structure in the center of the project site, framed by commercial and residential buildings, allows the parking spaces to be easily accessible by all uses within the property while concealed from street view.
31. There will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces. The parking spaces will be shared between two lots but the project will be treated as a unified development. There are conditions contained in this permit and the tentative map to guarantee shared and

reciprocal access and shared parking between the two lots in the project site. Tandem parking spaces are proposed only for residential units and will be shared by members of the same household. No compact parking spaces are being proposed.

32. The project does not propose any off-site facilities, leases of less than 20 years, rear lot transitional parking lots or uncovered residential parking spaces.
33. The requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property. The proposed project is a transit oriented development and the intent of providing high-density developments in close proximity to public transit stations is to reduce the use of automobile and encourage the use of mass transit. Therefore, it is not expected that excessive off-site parking will occur.

Although the proposed development will not result in excessive demand for on-street parking by the project residents because of the project site's proximity to public transit, to provide assurance that project residents would not park on adjacent streets, the applicant proposes to coordinate with Public Works to establish a restricted parking program for 117th Street and Judah Avenue, which currently have unrestricted parking, to reduce potential traffic conflicts for the adjacent single-family residential neighborhood. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) would be determined to the mutual satisfaction of the applicant, the County, and the adjacent residents.

34. The Exhibit "A" Conceptual Signage Program depicts ten different types of signs, graphics or other wayfinding indicators. The County Code Section that regulates signs does not specify standards for the MXD zone. However, sign requirements for other compatible zones like C-H, C-1, C-2, C-3, C-M, and C-R are appropriate for the proposed mixed use development. All the proposed sign types will comply with the requirements of the County Code Chapter 22.52 Part 10 (General Regulations – Signs) with the exception of building identification signs as defined by the County Code Section 22.52.930 (building identifier and building identity blade as defined in the Conceptual Signage Program). Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program (10 percent of the building façade). However, building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building façade.

Larger signs are more appropriate on the building facades facing Aviation Boulevard (west) and transit plaza (north) than on those that face West 117th Street and Judah Avenue. Aviation Boulevard is a main thoroughfare that separates the proposed project from industrial and utility uses; and the north facade faces an elevated rail

station and the 105 Freeway. West 117th Street and Judah Avenue separate the proposed project from the residential neighborhood which makes large signs on the south and on the portion of the east elevations that face West Judah Avenue less appropriate. Therefore, the building identification signs oriented toward West 117th Street and Judah Avenue are limited to a maximum of five percent of the building facade.

35. The design of the project and proposed improvements will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the conditions of approval. The proposed commercial component of the project will only face Aviation Boulevard and the Aviation/Green Line Station, while two-story townhome style units face the single-family residences along West 117<sup>th</sup> Street and Judah Avenue. This design approach increases the compatibility between the proposed development and the scale of the one and two-story single-family residences to the south and east of the project site.
36. The development program provides conditions to ensure that the development occurs conforming to the approved plans and use since the project plans, CUP, and Parking Permits are critical for the approval of this project at this location. The program ensures that the plan that is replacing a lesser type of development is compatible with the surrounding neighborhood and does not represent a menace to the public convenience, welfare or development needs of the area.
37. There is no evidence that the proposed project will jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
38. The subject project site is appropriate in size and shape to accommodate the yards, walls, fences, parking, landscaping, loading facilities and other development features and will fully integrate the proposed uses with the surrounding area. The project site is 5.9 acres in size and accommodates the proposed development according to the standards of the MXD zone. Two-story townhome style units face the single-family residences on West 117<sup>th</sup> Street and Judah Avenue which increases the compatibility between the proposed development and the scale of the one and two-story single-family residences to south and east of the project site. The proposed commercial uses along Aviation Boulevard and Green Line Station are compatible with the scale of existing developments.
39. The project satisfies the open space requirements for mixed use developments. Pursuant to Section 22.40.520.B.4, open space shall comprise not less than 30 percent of the net area of the project site. The subject project contains a total of 92,114 square feet of open space which is approximately 37 percent of the total net area of the project site. Lot 1 contains 43,826 square feet of open space which is approximately 31 percent of the lot's net-area and Lot 2 contains 48,288 square feet

of open space which is approximately 41 percent of the lot's net area. The total open space area in the project site consists of common open space developed for recreational purposes, which will be reserved in common ownership, and landscaped portions adjacent to street that are in excess of minimum required yards.

40. The proposed buildings are designed for multiple uses, and the buildings include residential and commercial/retail uses with commercial tenants located on the ground floor and living space on the top floors of the buildings. There is adequate separation between the different uses within each building given that the residential uses will have separate entrances with controlled access to enhance security. To promote compatibility with the proposed residences, the ground floor commercial and retail spaces are intended to accommodate local serving retail uses such as grocery store, pharmacy, restaurants, etc.

The design of the buildings has been considered in order to integrate the commercial and the residential uses in a single, unified project, while still creating a sense of a residential community within the development. Street-level entrances and signage will be strategically placed. Proposed buildings are five stories tall and up to 72 feet in height (including mechanical equipment and parapet), and it was designed to be compatible with the scale of existing surrounding development and land uses and protect privacy. The project location, scale and design are intended to provide a transition between the transportation and commercial uses to the north and west and the single-family uses to the south and east of the project site. The proposed commercial uses with residences on top are oriented toward Aviation Boulevard and the transit plaza with buildings up to 72 feet in height, while townhome style units with approximately 20 feet in height face the existing single-family houses along 117<sup>th</sup> Street and Judah Avenue. This design feature will provide sufficient buffering and ensure compatibility with existing single-family residences to the south. The reduced height of the development facing 117<sup>th</sup> Street and Judah Avenue will also ensure that privacy of single-family residences along those streets is preserved since development on both sides of the street will have approximately the same scale. The distribution of the proposed residential units in four buildings separated by open space will maximize solar access to the residential units.

41. An appropriate amount of draught tolerant and native plantings have been incorporated in the landscape plan, which shows landscaped and hardscaped areas along with a plant palette. Conditions of approval have been included to ensure that a more detailed construction plan prepared by a certified landscape architect, showing the irrigation plan, hardscape features, and detail plant palette, be submitted and approved by the Director of Regional Planning.
42. The uses in the subject mixed use project are commercial and residential, and the uses will be developed in locations and configurations set forth on the approved Exhibit "A".

43. Although the applicant did not submit a development schedule that shows the construction order of the project improvements, the two-lot configuration of the tentative tract map allows the development to take place in one phase or two phases. Conditions of approval require that a detailed development schedule be submitted to the satisfaction of the Director of Regional Planning prior to construction.
44. The applicant has satisfied the "Burden of Proof" for the requested parking permit and CUP.
45. The applicant met with the president of the Del Aire Neighborhood Association and interested local residents several times to address project design, environmental impacts, and community issues and concerns.
46. On June 6, 2009, an environmental impact report scoping meeting was held in the Del Aire community to receive input from local residents on potential environmental concerns related to the proposed project. During the scoping process, the community and agencies raised concerns regarding land use compatibility, air quality noise and local circulation.
47. On January 26, 2010, the applicant met with local residents and members of the Del Aire Neighborhood Association meeting to discuss design alternatives, the entitlement process and hearing status. The applicant also met numerous times with MTA and Caltrans staff to discuss project design and development. Two project design workshops were held in May and June 2009 with the applicant, Caltrans, MTA and local municipal bus service providers to address compatibility between the rail station, bus terminal, Park-and-Ride lot and the proposed project.
48. One phone call from a local resident was received on January 2, 2011. The caller requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.
49. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.

50. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

51. The subject property is not located in a Significant Ecological Area and the proposed design and improvements will not cause damage to fish and wildlife habitat.

52. This project must comply with the Los Angeles County Green Building ordinance and Drought-Tolerant Landscaping Ordinance prior to building permit issuance.

53. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. Additionally, the project was noticed and case materials were available on the County Department of Regional Planning website and at libraries located in the vicinity of the Del Aire Community. A total of 85 Notices of Public Hearing and Completion and Availability of the Draft Environmental Impact Report

for the project were mailed to all property owners as identified on the current County Assessor's record within a 500 feet radius from the project site, as well as those on the courtesy mailing list for the Del Aire Zoned District and additional interested parties on January 6, 2011. On January 10, 2011, a Notice of Completion and Availability ("NOA") of the Draft Environmental Impact Report for the project was mailed to members of the distribution list, which included various County, State and Federal agencies, courtesy list and other interested parties. On January 10, 2011 the NOA was published in the Daily Breeze and La Opinion newspapers and posted on the Department of Regional Planning website. On January 10, 2011, the Notice of Public Hearing and NOA and Availability of the Draft Environmental Impact Report were published in the Daily Breeze and La Opinion newspapers.

54. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
55. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR identifies and analyzes potentially significant impacts of the project, including potentially significant impacts related to Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise, Water Quality, Air Quality, Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, Recreation, Greenhouse Gas Emissions, and Climate Change.
56. The EIR concludes that all potentially significant impacts of the project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. Noise impacts would be long-term for developing residential land uses in an exterior noise environment that exceeds 65 CNEL. The project would expose future residents to exterior noise, including aircraft noise associated with the Los Angeles International Airport. Air Quality impacts would be short-term

local (not regional) resulting from construction emissions from grading activities which would exceed the 24-hour ambient air quality standards for PM10 and PM2.5 at the nearest off-site receptors.

57. The Commission finds that substantial benefits resulting from the implementation the project outweighs its unavoidable adverse effects related to air quality and noise.
58. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Los Angeles Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Regional Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:

**REGARDING THE CONDITIONAL USE PERMIT:**

- A. The use with the attached conditions and restrictions will be consistent with the adopted general plan for the area; and
- B. The requested use at the location proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, and not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and
- C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22 of the County Code or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate and by other public or private service facilities as are required;
- E. The plan complies with the intent of planned mixed-use development which may contain residential and commercial uses, and provides as well or better for light and air, for public safety and convenience, the protection of property values and the preservation of the general welfare of the community, than if developed as a Zone R-A use as provided in subsection A of Section 22.40.520; and
- F. The development program provides necessary safeguards to insure completion of the proposed development by the applicant forestalling substitution of a lesser type

of development contrary to the public convenience, welfare or development needs of the area.

**REGARDING THE PARKING PERMIT:**

- A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the use is proximate to park-and-ride facility, bus transit station and passenger rail line; and
- B. That off-site facilities will provide the required parking for the uses because such off-site facilities will be controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves, and are conveniently accessible to the main use, and such leases will be written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces and will contain other guarantees assuring continued availability of the spaces; and
- C. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property; and
- D. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this Title 22.

AND, THEREFORE, the information submitted by the applicant and presented at the hearing substantiates the required findings for a conditional use permit as set forth in Sections 22.56.90 and 22.56.1020 of the Los Angeles County Code (Zoning Ordinance).

**REGIONAL PLANNING COMMISSION ACTION**

1. After review and consideration of the Final Environmental Impact Report, the Regional Planning Commission certifies that Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and that the document reflects the independent judgment and analysis of the Commission and determines that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference, and therefore adopts the Environmental Impact Report (Environmental Assessment Case No. 200900024) prepared for the project.

2. The Mitigation Monitoring Program for the proposed project incorporated in the Final EIR is approved and adopted and, pursuant to Section 21081.6 of the Public Resources Code, the Commission finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation.
3. In view of the findings of fact and conclusions presented above, Conditional Use Permit No. 200900024 and Parking Permit No. 201000008 are APPROVED subject to the attached conditions.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

c: Each Commissioner, Commission Services, BOS 2th District, Zoning Enforcement, Building and Safety

SZD:CSB  
4/7/11

DRAFT

**CONDITIONS OF APPROVAL  
DEPARTMENT OF REGIONAL PLANNING  
PROJECT NO. 070853-(2)  
CONDITIONAL USE PERMIT NO.200900024  
PARKING PERMIT NO. 200900008**

**PROJECT DESCRIPTION**

The project, commonly referred to as "Aviation Station", is a mixed use development project in the Mixed Use Development ("MXD") Zone and development on parcels with a Development Program ("DP") zoning addendum. This grant is in connection with properties bounded by Aviation Boulevard to the west, West 117th Street and West 116th Street to the south, Judah Avenue to the west, and the existing Metro Green Line Aviation/LAX Station to the north. This approval consists of the development of 390 dwelling 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space in a 5.9 gross-acre site (5.78 net acres). The project related development includes approximately 62,800 cubic yards of grading, which includes approximately 61,000 cubic yards of export and 1,800 cubic yards of on-site backfill. There are 797 parking spaces proposed to accommodate the proposed development. The parking permit allows for a reduction in the required parking for studio and one-bedroom condominium units and one-bedroom apartment units as well as for shared and reciprocal parking between the two lots that comprise the project site. This grant is subject to all of the following conditions of approval:

**GENERAL CONDITIONS**

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 7, and until all required monies have been paid pursuant to Condition Nos. 9 and 11. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 8, and 11 shall be effective immediately upon final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or other applicable statute of limitations period. The County shall promptly notify the permittee of any claim, action, or

proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to \$5,000, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010.

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall be considered used after the recordation of a final map for **Vesting Tentative Tract Map No. 070853**. In the event that Vesting Tentative Tract Map No. 070853 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.
9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance

with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of \$2,000.00. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for 10 annual inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

10. Prior to the issuance of any building permit(s), the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from Regional Planning.
11. Within three (3) days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently \$2,867.25 (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee.) No land use project subject to this requirement is final, vested, or operative until the fee is paid.
12. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring Program ("MMP"), which are incorporated by this reference as if set forth fully herein.
13. Within 30 days of the date of final approval of the grant by the County, the permittee shall record a covenant and agreement, which attaches the MMP and agrees to comply with the mitigation measures imposed by the EIR for this project, in the office of the Recorder. Prior to recordation of the covenant, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring

reports to Regional Planning for approval or as required. The reports shall describe the status of the permittee's compliance with the required mitigation measures.

14. The permittee shall deposit an initial sum of \$6,000.00 with Regional Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.
15. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance or otherwise determined by Section 22.60.350.
16. All development pursuant to this grant must be kept in full compliance with the County Fire Code.
17. All requirements of Title 22 of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise modified as set forth in these conditions or as shown on the approved plans.
18. All development pursuant to this grant shall conform to the requirements of County Department of Public Works ("Public Works").
19. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.  
  
In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of notification of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
20. The permittee shall submit a development schedule to the satisfaction of the Director of Regional Planning prior to construction. If approved, the development schedule will be incorporated as part of the Exhibit "A."
21. The subject property shall be developed and maintained in substantial

compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, four (4) copies of a modified Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of final approval.

22. Although the subject property is intended to be developed as a unified project site, the development on each lot shall be designed to stand alone in the event that the other lot is not developed or that any structure located thereon is removed. Therefore, the buildings within Lot 1 and 2 shall be constructed structurally independent and shall stand alone in case the buildings within either of the lots is removed or is not developed.
23. The subdivider shall submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") to Regional Planning for review and approval prior to final map approval. Those provisions required by the County to be contained in the CC&Rs shall be identified as such, and shall not be modified in any way without prior authorization from Regional Planning.

#### **PARKING PERMIT CONDITIONS**

24. The permittee shall provide parking for studio and one-bedroom condominium units at a ratio of one covered parking space per unit. The permittee shall provide parking for one-bedroom apartment units at a ratio of one covered parking space per unit. The permittee shall provide parking for all other uses and development on the subject property at the ratio required by Chapter 22.52, Part 11 of the County Zoning Code. Based on these ratios, the parking required for the project as proposed is a minimum of 797 automobile parking spaces, which shall be provided as depicted on the approved Exhibit "A" (dated July 7, 2010), or on an approved revised Exhibit "A", shall be continuously maintained on the subject property and shall be developed to the specifications listed in Section 22.52.1060 of the County Code. The required parking spaces shall be continuously available for vehicular parking only and shall not be used for storage, automobile repair, or any other unauthorized use. No inoperable vehicles shall be parked or stored in any required parking spaces.

Should only one of the lots be developed, 523 parking spaces and one Type "A" loading area shall be provided for Lot 1 and 274 parking spaces and one Type "A" loading area shall be provided for Lot 2. If the Project is revised whereby the total number of residential units and/or amount of commercial/retail space for each lot are reduced, the amount of required parking and loading spaces may be adjusted in accordance to ratio contained in the parking program summary depicted on the Exhibit "A" dated July 7, 2010. Notice is hereby given that a new Parking Permit or other approvals may be required for additional reduction of required parking beyond the amount modified by this permit.

25. A maximum of 312 or 39 percent of the required parking spaces may be in the tandem configuration, as depicted in the Exhibit "A" (dated July 7, 2010), or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property and developed to the specifications listed in Section

22.52.1060 of the County Code.

26. A minimum of two (2) commercial Type "A" loading, as depicted on the Exhibit "A" (dated July 7, 2010), or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property and developed to the specifications listed in Section 22.52.1084 of the County Code.
27. This permit shall not be effective until the owner of the subject property submits a covenant running with the land, providing that necessary easements to ensure that parking rights described in this grant are protected upon any change in the ownership of the lots as shown on Tentative Tract Map No. 070853 and the development of the lots separately. The agreement shall be recorded on both lots of Vesting Tentative Tract Map No. 070853. A draft of the covenant and agreement shall be provided to the Director for review prior to recordation, and a copy of the recorded covenants and agreements shall be provided to the Director upon recordation.
28. The property owner shall furnish and record an agreement in the office of the County Recorder, as a covenant running with the land for the benefit of the County of Los Angeles, providing that should this parking permit terminate, the owner or his successor in interest will develop the parking spaces needed to bring the new use or occupancy into conformance with the requirements of Part 11 of Chapter 22.52 of the County Code at the time such new occupancy is established. A draft of the covenant shall be provided to the Director for review prior to recordation, and a copy of the recorded covenant shall be provided to the Director upon recordation.
29. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the project to use the internal driveway system for access and to use the guest parking spaces throughout the subdivision. A draft of the CC&Rs shall be provided to the Director for review prior to recordation, and a copy of the recorded CC&Rs shall be provided to the Director upon recordation.

#### **PROJECT SITE SPECIFIC CONDITIONS**

30. All utilities shall be placed underground to the satisfaction of Public Works. Provide satisfactory evidence that the applicant has made arrangements with the serving utilities to install underground all new facilities necessary to furnish service.
31. All structures shall comply with the requirements of the Division of Building and Safety of the Department of Public Works.
32. Pedestrian access shall be provided between West 116<sup>th</sup> street or Judah Avenue and the Transit Plaza/Metro Station. The design and placement of such access shall be incorporated into a site plan and submitted to Regional Planning for final review and approval by the Regional Planning Director before issuance of a building permit.

33. Bicycle racks for public use shall be provided within the project site in the transit plaza, accessible to the public.
34. All grading and construction and appurtenant activities, including engine warm-up, shall be restricted to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday. Pile driving and drilling is prohibited on Saturdays and shall be restricted between the hours of 8:00 a.m. and 6:00 p.m. on Monday through Friday. No Sunday, or holiday construction operations are permitted. All stationary construction noise sources shall be sheltered or enclosed to minimize adverse effect on nearby residences and neighborhoods. Generator and pneumatic compressors shall be noise protected in a manner that will minimize noise inconvenience to adjacent residences.
35. If during construction soil contamination is suspected, construction in the area shall stop and appropriate health and safety procedures shall be implemented to the satisfaction of the County Department of Public Health ("Public Health"). If it is determined that contaminated soils exist, remediation shall be conducted to the satisfaction of Public Health and the California Regional Water Quality Control Board.
36. Lot 1 shall be permitted to be constructed at an FAR not to exceed 2.43 and lot coverage not to exceed 85 percent of the net area. Lot 2 shall be permitted to be constructed at an FAR not to exceed 2 and lot coverage not to exceed 50 percent of the net area.
37. Because the project constitutes an appropriate and orderly arrangement of buildings, facilities, and open space, the project shall be allowed as proposed on two parcels of land, each of which is less than 5 acres in size, but that together are approximately 5.9 acres in size.
38. Open space shall comprise not less than 30 percent of the project site net area.
39. The subject property shall be developed and maintained in substantial compliance with the Conceptual Signage Program approved as part of the Exhibit "A". Signs shall comply with standards for the C-2 Zone in County Code Section 22.52 Part 10. Building identification signs may be developed and maintained in substantial compliance with the Conceptual Signage Program approved as part of the Exhibit "A". Building identification signs located on the building facades facing West 117<sup>th</sup> Street and Judah Avenue shall not exceed five (5) percent of the area of the building wall area.
40. No building or structure of any kind except a temporary structure used only in the developing of the property according to the program shall be built, erected, or moved onto any part of the property.
41. Notwithstanding County Code Sections 22.40.070A.2 and 22.40.070A.3, the existing commercial businesses may continue to operate and the existing residential buildings may continue to be occupied prior to demolition.

42. Notwithstanding Section 22.40.070.A.4, all necessary improvements for each construction phase in accordance to the approved development schedule shall be completed prior to the occupancy of applicable structures.
43. Where one or more buildings in the projected development are designated as primary buildings, building permits for structures other than those so designated shall not be issued until the foundations have been constructed for such primary building or buildings.

#### **PRIOR TO RECORDATION OF A FINAL MAP**

44. Recordation of the final map and effectiveness of this grant is contingent upon the approval of a jurisdictional boundary change by the Local Agency Formation Commission for the County of Los Angeles (LAFCO) which involves the detachment of territory from the City of Los Angeles and annexation into Unincorporated Los Angeles County, as depicted on the approved tentative map.

#### **PRIOR TO ISSUANCE OF A BUILDING PERMIT**

45. The permittee shall submit for review and approval of the Director of Regional Planning three (3) copies of revised plans, similar to Exhibit "A" as presented at the public hearing, that depict all project changes required by these conditions of approval, including the following: 1) provide a gated pedestrian access at the proposed wall along the eastern portion of the subject property, and 2) provide final design of the proposed driveway on 117<sup>th</sup> Street.
46. Three copies of a detailed landscape plan(s), which may be incorporated into a revised site plan, shall be submitted to and approved by the Director before issuance of a building permit. The landscaping plan(s) shall be prepared by a licensed landscape architect and show compliance with the County's drought tolerant landscaping ordinance.

The landscape plan(s) shall show size, type, and location of all plants, trees, and sprinkler facilities, including all landscaping and irrigation. Permittee is encouraged to integrate native species, including trees and shrubs, as a part of the plant palette where appropriate. Watering facilities shall consist of a permanent water-efficient irrigation system such as "bubblers" or drip irrigation, where applicable. All landscaping shall be maintained in a neat, clean, and healthful condition, including proper pruning, weeding, removal of litter, fertilizing, and replacement of plants when necessary.

47. The permittee shall utilize durable materials such as rock or concrete for street level facade with appropriate articulation or details. All windows and doors shall incorporate decorative accents such as necessary from the building facade.

The permittee shall return to Regional Planning with the final design plans for building façade, material samples and colors, signage, and other architectural design features including window details for final review and approval by the Director of Regional Planning before issuance of a building permit.

48. All perimeter walls and fences shall use materials, finishes, and colors that complement the proposed buildings. A landscaped area not less than five (5) feet wide shall be provided along the length of the subject property along West 117<sup>th</sup> Street and Judah Avenue/West 116<sup>th</sup> Street.

**PRIOR TO ISSUANCE OF A GRADING PERMIT**

49. The Permittee shall submit a map showing in sufficient detail the location of the site from which grading material is proposed to be removed, the proposed route over streets and highways, and the location to which such material are to be imported for review and approval by the Director of Regional Planning before issuance of a grading permit, pursuant to Section 22-56.172 of the County Code.

**ADDITIONAL CONDITIONS**

50. [Reserved for possible as agreed conditions proposed by applicant.]

SZD:CSB  
4/7/11

**DRAFT**

**FINDINGS OF THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
FOR VESTING TENTATIVE TRACT MAP NO. 070853**

1. The Regional Planning Commission ("Commission") of the County of Los Angeles ("County") has conducted a duly noticed public hearing in the matter of Vesting Tentative Tract Map No. 070853 on February 16, 2011 and April 20, 2011.
2. The applicants, Kroeze Family, LLC, Kroeze, Inc. and County of Los Angeles Metropolitan Transportation Authority ("Applicants"), are proposing to construct a mixed use development on 5.9 gross acres to accommodate a total of 390 residential units, which include 278 condominium units and 112 apartment units, along with approximately 29,500 square feet of commercial/retail space.
3. Vesting Tentative Tract Map No. 070853 is a request to create two lots on 5.9 gross acres to accommodate a mixed use development consisting of a total of 390 residential units, which include 278 condominium units and 112 apartment units, along with approximately 29,500 square feet of commercial/retail space. Lot 1 will be developed with 112 apartment units, 8,000 square feet of commercial/retail space and 523 parking spaces; and Lot 2 will be developed with 278 condominium units, 21,500 square feet of commercial/retail space and 274 parking spaces.
4. The project site located within both the unincorporated community of Del Aire in the County and in the City of Los Angeles ("City"), bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line Aviation/LAX Station and Interstate 105 ("I-105") to the north. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres located within the City ("Project Site").
5. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
6. The Project Site is approximately 5.9 gross acres (5.78 net acres) in size, rectangular in shape, with flat terrain and it is currently divided by West 116th Street. The subject property is currently developed with 11 residences (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
7. Surrounding land uses within a 500-foot radius of the project site are the Metro Green Line Aviation/LAX Station, bus transfer station, and a Park-and-Ride Lot to the north, single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.

8. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres zoned R-1 (Single-Family Residence), and 2.7 acres of the property, which is located within the City of Los Angeles, is zoned PF (Public Facility). The detachment of territory from the City will require the subsequent action of County of Los Angeles Local Agency Formation Commission ("LAFCO"). Upon LAFCO approval of the detachment of the incorporated portion of the Project Site from the City and annexing it to the County, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property.
9. Properties to the north of the project site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
10. The subject property is designated as Low Density Residential in the Los Angeles Countywide General Plan Land Use Policy map and Public Facility in the City of Los Angeles General Plan. Concurrent with this approval, the Commission has recommended that the Board of Supervisors approve an amendment to the Countywide General Plan to amend the 3.2-acre portion of the Project Site located within the County to High Density Residential and predesignating the 2.7-acre portion of the Project Site located within the City from Public Facility under the City of Los Angeles General Plan to Category 4, High Density Residential. Upon approval of the detachment of the incorporated portion of the project site from the City, a General Plan designation consistent with the remainder of the project site will be in place for the subject property. The proposed subdivision is consistent with the proposed land use classification.
11. The Project Site is located partially within the Airport Influence Area established for the Los Angeles International Airport. Section 21676.5 of the Public Utilities Code (PUC) requires that projects within the airport planning boundary be reviewed by the Airport Land Use Commission (ALUC) when the local agency's general plan has not been reviewed for consistency with the Comprehensive Airport Land Use Plan. The related general plan amendment and zone change will require an ALUC consistency determination pursuant to Section 21676(b) of the PUC, and the project approvals will be conditional on an ALUC finding of consistency.
12. Vesting Tentative Tract Map No. 070853 was heard concurrently with Plan Amendment No. 200900002, Zone Change No. 200900002, Conditional Use Permit No. 200900024, and Parking Permit No. 201000008.
13. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, so that upon approval of the detachment

of the incorporated portion of the Project Site from the City, a General Plan designation consistent with the remainder of the Project Site will be in place for the subject property. The City-portion of the Project Site is currently designated as Public Facility under the City of Los Angeles General Plan.

14. Zone Change No. 200900002 is a request to change 0.9 acre from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program) zone; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City as MXD-68U-DP, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property. The City portion of the Project Site is currently zone PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
15. Conditional Use Permit No. 200900024 is a request to authorize the development of a residential and commercial/retail project in the Mixed Use Development ("MXD") zone and to ensure consistency with the Development Program zoning addendum on a 5.9-acre site.
16. Parking Permit No. 201000008 is a request to allow reciprocal access between the two proposed lots, and approximately 39 percent or 312 of the 797 proposed parking spaces for the development to be in tandem configuration.
17. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway with 75 feet of right-of-way. Secondary access is provided through West 117th Street, a local with 60 feet of right-of-way. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117<sup>th</sup> Street and Judah Avenue to the west, south, and east respectively. The access as proposed is adequate to serve the proposed subdivision as depicted on the approved tentative map.

18. The proposed development is compatible with surrounding land use patterns because its location allow the efficient use of existing infrastructure and services, adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as building orientation and inclusion of a mix of housing and commercial uses compliment and protect surrounding uses. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses.
19. The Regional Planning Commission finds the proposed subdivision and the provisions for its design and improvement consistent with the density, goals and policies of the Los Angeles County General Plan, as amended by General Plan Amendment Case No. 200900002.
20. Domestic water will be provided to the project site by Golden State Water Company. Sanitary service will be provided by the Los Angeles Sanitation District 5. Gas utilities will be provided by Southern California Gas Company, and electricity by Southern California Edison Company. Telephone service will be provided by AT&T. The project is within the boundaries of the Wiseburn School District, and the Centinella Valley Union High School District.
21. The technical and engineering aspects of the project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
22. The site is physically suitable for the type of development being proposed, as the property is relatively level and has adequate building sites to be developed in accordance with the grading ordinance; has access to a County-maintained street; will be served by public sewers; will be provided with water supplies and distribution facilities to meet anticipated domestic and fire protection needs; and will have flood hazards and geological hazards mitigated in accordance with the requirements of the Department of Public Works.
23. The project is consistent with the uses allowed within the MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone through the CUP:
  - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
  - b) Lot No. 1: To allow Building Coverage of 85 percent.
  - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:

- i. Studio Condominium: one covered parking space per unit
  - ii. One Bedroom Condominium: one covered parking space per unit
  - iii. One Bedroom Apartments: one covered parking space per unit
- d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
- i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
  - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.
24. The design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the conditions of approval.
25. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat. The subject property does not contain any stream courses or high value riparian habitat.
26. The discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Control Board pursuant to Division 7 (Commencing with Section 13000) of the California Water Code.
27. The housing needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources.
28. This tract map has been submitted as a "Vesting" Tentative Map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the Los Angeles County Code (Subdivision Ordinance).
29. The applicant met with the president of the Del Aire Neighborhood Association and interested local residents several times to address project design, environmental impacts, and community issues and concerns.
30. On June 6, 2009, an environmental impact report scoping meeting was held in the Del Aire community to receive input from local residents on potential environmental concerns related to the proposed project. During the scoping process, the community and agencies raised concerns regarding land use compatibility, air quality noise and local circulation.
31. On January 26, 2010, the applicant met with local residents and members of the Del Aire Neighborhood Association meeting to discuss design alternatives, the entitlement process and hearing status. The applicant also met numerous times with

MTA and Caltrans staff to discuss project design and development. Two project design workshops were held in May and June 2009 with the applicant, Caltrans, MTA and local municipal bus service providers to address compatibility between the rail station, bus terminal, Park-and-Ride lot and the proposed project.

32. One phone call from a local resident was received on January 2, 2011. The caller requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.
33. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th Street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
34. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

35. [Reserved for summary of proceedings on April 20, 2011, public hearing.]
36. This project must comply with the Los Angeles County Green Building ordinance and Drought-Tolerant Landscaping Ordinance prior to building permit issuance.
37. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. Additionally, the project was noticed and case materials were available on the County Department of Regional Planning website and at libraries located in the vicinity of the Del Aire Community. A total of 85 Notices of Public Hearing and Completion and Availability of the Draft Environmental Impact Report for the project were mailed to all property owners as identified on the current County Assessor's record within a 500 foot radius from the project site, as well as those on the courtesy mailing list for the Del Aire Zoned District and additional interested parties on January 6, 2011. On January 10, 2011, a Notice of Completion and Availability ("NOA") of the Draft Environmental Impact Report for the project was mailed to members of the distribution list, which included various County, State and Federal agencies, courtesy list and other interested parties. On January 10, 2011 the NOA was published in the Daily Breeze and La Opinion newspapers and posted on the Department of Regional Planning website. On January 10, 2011, the Notice of Public Hearing and Notice of Completion and Availability of the Draft Environmental Impact Report were published in the Daily Breeze and La Opinion newspapers.
33. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").

34. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR identifies and analyzes potentially significant impacts of the project, including potentially significant impacts related to Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise, Water Quality, Air Quality, Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, Recreation, Greenhouse Gas Emissions, and Climate Change.
35. The EIR concludes that all potentially significant impacts of the project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. Noise impacts would be long-term for developing residential land uses in an exterior noise environment that exceeds 65 CNEL. The project would expose future residents to exterior noise, including aircraft noise associated with the Los Angeles International Airport. Air Quality impacts would be short-term local (not regional) resulting from construction emissions from grading activities which would exceed the 24-hour ambient air quality standards for PM10 and PM2.5 at the nearest off-site receptors.
36. The Commission finds that substantial benefits resulting from the implementation the project outweighs its unavoidable adverse effects on air quality and noise.

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

1. After review and consideration of the Final Environmental Impact Report, the Regional Planning Commission certifies that Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and that the document reflects the independent judgment and analysis of the Commission and determines that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference, and therefore adopts the Environmental Impact Report (Environmental Assessment No. 200900024) prepared for the project.
2. The Mitigation Monitoring Program for the proposed project incorporated in the Final EIR is approved and adopted and, pursuant to Section 21081.6 of the Public Resources Code, the Commission finds that the Mitigation Monitoring Plan is

adequately designed to ensure compliance with the mitigation measures during project implementation.

3. In view of the findings of fact and conclusions presented above, Vesting Tentative Tract Map No. 070853 is APPROVED subject to the attached conditions and further subject to approval by the Board of Supervisors of General Plan Amendment No. 200900002 and Zone Change No. 200900002.

SZD:CSB  
4/7/11

DRAFT

DEPARTMENT OF REGIONAL PLANNING  
PROJECT NO. 070853  
VESTING TENTATIVE TRACT MAP NO. 070853

MAP DATE: 7/7/10  
EXHIBIT "A" DATE: 7/7/10

CONDITIONS:

1. Except as modified herein, this approval is subject to the requirements of the Los Angeles County ("County") Code (Title 21, Subdivision Ordinance and Title 22, Zoning Ordinance); the MXD-68U-DP (Mixed Use – 68 Dwelling Units per Net Acre – Development Program) zone; to all those conditions set forth in Conditional Use Permit No. 200900024 and Parking Permit No. 201000008; to all those conditions set forth in the attached reports recommended by the Los Angeles County Subdivision Committee that consists of the Department of Regional Planning ("Regional Planning"), Department of Public Works ("Public Works"), Fire Department, Department of Parks and Recreation, and Department of Public Health, which are incorporated herein by this reference; and the attached Mitigation Monitoring and Reporting Program ("MMRP"), which is included in the adopted Environmental Impact Report for the Project and incorporated herein by this reference.
2. Recordation of the final map is contingent upon approval of General Plan Amendment Case No. 200900002 and Zone Change Case No. 200900002 by the Los Angeles County Board of Supervisors ("Board"); the approval of a jurisdictional boundary change by the Local Agency Formation Commission for the County of Los Angeles (LAFCO) which involves the detachment of territory from the City of Los Angeles and annexation into Unincorporated Los Angeles County, as depicted on the approved tentative map, and on a finding of Airport Land Use Commission (ALUC) consistency.
3. Prior to use of this grant, the subdivider or any successor in interest of the subdivider (herein after collectively "subdivider") shall submit evidence that the MMRP and the Conditions of the associated Conditional Use Permit No. 200900024 and Parking Permit No. 201000008 have been recorded in the office of the County Registrar-Recorder/County Clerk ("Recorder").
4. Within 30 days of final action by the Board to approve the General Plan Amendment and Zone Change, the subdivider shall record a covenant with attached map with the County agreeing to comply with the required environmental mitigation measures. Prior to recordation of the covenant, the subdivider shall submit a draft copy of said covenant to the Director of Regional Planning ("Director") for review and approval.
5. The mitigation measures set forth in the "Mitigation Monitoring and Reporting Program" ("MMP") section of the Final Environmental Impact Report ("Final EIR") for the Project are incorporated by this reference and are attached. Within 30 days of the date of final approval of the grant by the County, the subdivider shall record a covenant and agreement, which attaches the MMP and agrees to comply with the

mitigation measures imposed by the EIR for this project, in the office of the Recorder. Prior to recordation of the covenant, the subdivider shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. The subdivider shall comply with all such mitigation measures in accordance with the attached MMRP, and shall ensure such compliance by recording. As a means of ensuring the effectiveness of the mitigation measures, the subdivider shall submit mitigation monitoring reports to Regional Planning as frequently as may be required by Regional Planning. The reports shall describe the status of the subdivider's compliance with the required mitigation measures.

6. The following mitigation measures shall be completed to the satisfaction of Regional Planning prior to final tract map recordation:
  - a. **MM 6.1-6** Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tiebacks per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.
  - b. **MM 6.3-1** Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.
7. Permission is granted to adjust lot lines on the final map to the satisfaction of Regional Planning and Public Works.
8. The applicant shall record an avigation easement to the Los Angeles World Airports for the portion of the project site within the Airport Influence Area to the satisfaction of the Federal Aviation Administration. The easement shall require that disclosures be provided to prospective buyers and renters to ensure they are informed of the noise levels and land use restrictions associated with the property's proximity to the Los Angeles International Airport ("LAX").
9. Provide at least 50 feet of street frontage on all lots.
10. Show 116<sup>th</sup> Street, Judah Avenue, 117<sup>th</sup> Street and Aviation Boulevard as dedicated streets on the final map.

11. Dedicate the right to restrict access on the final map from all abutting lots directly to Aviation Boulevard to the satisfaction of Regional Planning and Public Works.
12. The subdivider shall submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") to Regional Planning for review and approval prior to final map approval. Those provisions required by the County to be contained in the CC&Rs shall be identified as such, and shall not be modified in any way without prior authorization from Regional Planning.
13. The subdivider shall label the interior driveways as "Private Driveways and Fire Lane" on the final map. Post the designated fire lane "No Parking - Fire Lane" and provide for its continued enforcement and maintenance in the CC&Rs to the satisfaction of Regional Planning.
14. A final parcel map is required for this land division. A waiver is not allowed.
15. The subdivider shall construct or bond with and to the satisfaction of Public Works for "Private Driveway and Fire Lane" driveway paving in widths as shown on the approved Exhibit "A", dated July 7, 2010, to the satisfaction of Regional Planning and Los Angeles County Fire Department ("Fire").
16. The subdivider shall provide in the CC&Rs a method for the continuous maintenance of all common areas, including driveways, landscaping and lighting system along all walkways and outdoor seating areas, to the satisfaction of Regional Planning.
17. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the project to use the internal driveway system for access and to use the guest parking spaces throughout the subdivision. A draft of the CC&Rs shall be provided to the Director for review prior to recordation, and a copy of the recorded CC&Rs shall be provided to the Director upon recordation.
18. The subdivider shall provide in the CC&Rs that the Homeowners Association ("HOA") shall be responsible for ensuring removal of graffiti or other extraneous marking not permitted as part of the project, and the CC&Rs shall detail a method for removal of the graffiti or extraneous markings. The graffiti control protocol shall include, but shall not be limited to, the requirement that in the event such extraneous markings occur, the HOA shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting and that paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
19. The subdivider shall place a note or notes on the final map, to the satisfaction of Regional Planning, and Public Works, that Lot 1 in this subdivision is approved as a

condominium for 278 residential units whereby the owners of the units of air space will hold an undivided interest in the common areas, which will in turn provide the necessary access, and utility easements for the units.

20. The subdivider shall remove all existing structures on the subject property. The subdivider shall submit a copy of the demolition permit or other proof of removal prior to final map approval, to the satisfaction of Regional Planning.
21. The subdivider shall plant at least 50 trees (one tree for every 5,000 square feet of the net project area) of a non-invasive species throughout the landscaped and common areas of the subject project and shall ensure compliance with this requirement through an approved landscaping plan and satisfactory bonding or other verification. The location and species of said trees shall be incorporated into a site plan or landscape plan. Prior to final map approval, the site /landscaping plan shall be approved by Regional Planning, and a bond shall be posted with Public Works or other verification shall be submitted to the satisfaction of Regional Planning to ensure the planting of the required trees.
22. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's actions becomes effective pursuant to Section 21.56.010 of the County Code.
23. Within three (3) days of the final approval date of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination ("NOD") for Project No. 070853-(2), which includes VTTM No. 070853 and Conditional Use Permit No. 200900002 and Parking Permit No. 201000008 in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code, the following applicable fee is required, \$2,867.25 (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid
24. Within sixty (60) days of the date of final approval of this grant, the permittee shall deposit the sum of \$6,000.00 with the Regional Planning in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP.
25. Concurrently with the recordation of the final map for Vesting Tentative Tract Map No. 070853, the subdivider shall record in the Office of the County Recorder an agreement previously approved by the Director of Regional Planning and the County Counsel, as a covenant running with the land for the benefit of the County of Los Angeles, providing that should only one lot be developed, all required parking for the subject lot must be provided except as otherwise authorized by a new Parking Permit. The agreement shall be recorded on both lots of Vesting Tentative Tract

Map No. 070853. A copy of the recorded agreements shall be provided to the Director of Regional Planning upon its recordation.

26. Concurrently with the recordation of the final map for Vesting Tentative Tract Map No. 070853, the subdivider shall record in the Office of the County Recorder an agreement previously approved by the Director of Regional Planning and the County Counsel, as a covenant running with the land for the benefit of the County of Los Angeles, providing that necessary easements to ensure that access rights described in this grant are protected upon any change in the ownership of the lots as shown on Tentative Tract Map No. 070853 and the development of the lots separately. The agreement shall be recorded on both lots of Vesting Tentative Tract Map No. 070853. A copy of the recorded agreements shall be provided to the Director of Regional Planning upon its recordation.
27. Pursuant to Chapter 22.72 of the County Code, the subdivider shall pay a fee (currently \$310,830) to the Los Angeles County Librarian prior to issuance of any building permit. The subdivider shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030 of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The subdivider shall provide proof of payment upon request of Regional Planning.
28. No grading permit may be issued prior to final map recordation unless otherwise authorized by the Director of Regional Planning and Public Works.
29. The regulations of the Green Building, Drought-Tolerant Landscaping and Low Impact Development ordinances (Section 22.52 Parts 20, 21, and 22 of the Los Angeles County Code) apply to the subject Project. All future development on the subject property shall comply with said regulations.
30. The subdivider shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County, its agents, officers, and employees to attack, set aside, void, or annul this tract map approval, or the related discretionary approvals, whether legislative or quasi-judicial, which action is brought within the applicable limitation period of Government Code Section 66499.37 or any other applicable limitation period. The County shall promptly notify the subdivider of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the subdivider of any claim, action, or proceeding, or if the County fails to cooperate fully in the defense, the subdivider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the County.
31. In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within 10 days of the filing make an initial deposit with Regional Planning in the amount of \$5,000, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or

expenses involved in the Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to subdivider or subdivider's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the subdivider shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the subdivider, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the subdivider in accordance with County Code Section 2.170.010.

Attachments:

Subdivision Committee Reports  
Mitigation Monitoring and Reporting Program

SZD:CSB  
4/7/11

DRAFT

TRACT NO. 70853 (Rev.)

TENTATIVE MAP DATED 07-07-2010  
EXHIBIT "A" MAP DATED 07-07-2010

The following reports consisting of 15 pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
4. In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.
5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

TRACT NO. 70853 (Rev.)

TENTATIVE MAP DATED 07-07-2010  
EXHIBIT "A" MAP DATED 07-07-2010

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.
7. Quitclaim or relocate easements running through proposed structures.
8. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.
9. Place standard condominium notes on the final map to the satisfaction of Public Works.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways to the satisfaction of Public Works.
12. If applicable, place commercial planned development notes on the final map to the satisfaction of Public Works.
13. Remove existing structures prior to final map approval. Demolition permits are required from the Building and Safety office.
14. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office. The de-annexation must be recorded prior to final map approval.

15. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
16. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.
17. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of \$2,000 (Minor Land Divisions) or \$5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

*HCW*

*Jke*

Prepared by John Chin

Phone (626) 458-4918

Date 08-09-2010



COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
WWW.DPW.LACOUNTY.GOV

TRACT NO.: 70853

TENTATIVE MAP DATE: 7/07/10  
EXHIBIT MAP DATE: 7/07/10

STORM DRAIN AND HYDROLOGY SECTION CONDITIONS OF APPROVAL, PHONE: (626) 458-4921

**Prior to Improvement Plans Approval:**

1. Comply with the requirements of the Drainage Concept / Hydrology Study / Standard Urban Stormwater Mitigation Plan (SUSMP) / LID Plan, which was conceptually approved on 2/23/10 to the satisfaction of the Department of Public Works.
  - a. Sump pump and backup systems shall be required for the subterranean garage to the satisfaction of the Department of Public Works.
  - b. Proposed storm drain (realignment of existing Laguna Dominguez Flood Control System) shall be designed to maintain the hydraulics of the storm drain system per the existing condition.

**Prior to recordation of a Final Map:**

1. Submit plans of drainage facilities as required by hydrology study for design of drainage facilities to the satisfaction of Department of Public Works.
2. Show and dedicate to Flood Control District or to the County of Los Angeles easements and/or right of way on the final map to the satisfaction of the Department of Public Works.
3. An assessment district shall be formed to finance the future ongoing maintenance and capital replacement of all drainage devices/systems identified by the Department of Public Works. The Subdivider shall deposit the first year's total assessment based on the Public Works engineering report. This will fund the first year's maintenance after the facilities are accepted. The second and subsequent years assessment will be collected through the property tax bill. This is required to the satisfaction of the Department of Public Works.

Name

Lizbeth Cordova  
LIZBETH CORDOVA

Date

8/09/10

Phone

(626) 458-4921

County of Los Angeles Department of Public Works  
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION  
GEOLOGIC REVIEW SHEET  
900 So. Fremont Ave., Alhambra, CA 91803  
TEL. (626) 458-4925

DISTRIBUTION  
Geologist  
Soils Engineer  
1 GMED File  
1 Subdivision

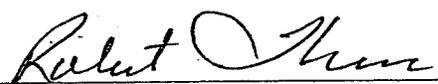
TENTATIVE TRACT 70853  
SUBDIVIDER Kroeze Family, LLC  
ENGINEER Land Design Consultants, Inc.  
GEOLOGIST \_\_\_\_\_  
SOILS ENGINEER \_\_\_\_\_

TENTATIVE MAP DATED 07-07-10 and Exhibit A  
LOCATION Inglewood  
GRADING BY SUBDIVIDER [ Y ] (Y or N)  
REPORT DATE \_\_\_\_\_  
REPORT DATE \_\_\_\_\_

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOLOGIC STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

1. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
2. Prior to grading plan approval a detailed soils engineering report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultants must be incorporated into the plan (Refer to the Manual for Preparation of Geotechnical Reports at <http://www.dpw.lacounty.gov/gmed/manual.pdf>).
3. The Soils Engineering review dated 7-26-10 is attached.

Prepared by  Reviewed by  Date 07-20-10  
Robert O. Thomas

COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS  
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803  
Telephone: (626) 458-4925  
Fax: (626) 458-4913

District Office \_\_\_\_\_  
PCA LX001129  
Sheet 1 of 1

Tentative Tract Map 70853  
Location Inglewood  
Developer/Owner Kroeze Family, LLC  
Engineer/Architect Land Design Consultants, Inc.  
Soils Engineer \_\_\_\_\_  
Geologist \_\_\_\_\_

DISTRIBUTION:  
\_\_\_\_ Drainage  
\_\_\_\_ Grading  
\_\_\_\_ Geo/Soils Central File  
\_\_\_\_ District Engineer  
\_\_\_\_ Geologist  
\_\_\_\_ Soils Engineer  
\_\_\_\_ Engineer/Architect

Review of:

Tentative Tract Map and Exhibit Dated by Regional Planning 7/7/10 (Rev)  
Previous Review Sheet Dated 12/8/09

ACTION:

Tentative Map feasibility is recommended for approval, subject to conditions below:

REMARKS:

1. At the grading plan stage, submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.
2. A soils report may be required for review of a grading or building plan. The report must comply with the provisions of "Manual for Preparation of Geotechnical Reports" prepared by County of Los Angeles, Department of Public Works. The Manual is available on the Internet at the following address: <http://ladpw.org/gmed/manual.pdf>

Prepared by

  
Olga Cruz

Reviewed by



Date 7/26/10

Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>.

**NOTICE:** Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

P:\gmedpub\Soils Review\Olga\Sites\TR 70853, El Segundo, TTM-A\_0710.

**The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:**

**REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:**

1. Provide approval of:
  - a. The latest drainage concept/hydrology/Standard Urban Stormwater Mitigation Plan (SUSMP)/Low Impact Development (LID) plan (if applicable) by the Storm Drain and Hydrology Section of Land Development Division.
  - b. The grading plan by the Geotechnical & Materials Engineering Division (GMED).
  - c. Permits and/or letters of non-jurisdiction from all State and Federal Agencies, as applicable. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Game, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), and the Army Corps of Engineers.

**REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:**

2. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (if applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.
3. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.

*MDE*

Name David Esfandi Date 08/09/10 Phone (626) 458-4921

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

Please note that the conditions relating to roadways under the jurisdiction of the city of Los Angeles are only applicable after the proposed de-annexation process as shown on the tentative map. Otherwise, the developer shall be responsible for obtaining applicable agency approval for work outside of Los Angeles County jurisdiction.

1. Dedicate the right to restrict vehicular access on Aviation Boulevard, 117th Street and Judah Avenue.
2. Dedicate right of way 40 feet from centerline on Aviation Boulevard. An additional four feet is required beyond the existing right of way.
3. Dedicate easements for traffic signal loop detection equipment within the driveway along Aviation Boulevard to the satisfaction of County of Los Angeles Department of Public Works and the City of Los Angeles.
4. Dedicate right of way for a standard knuckle at the intersection of Judah Avenue and 116<sup>th</sup> Street to the satisfaction of Public Works.
5. Provide property line return radii of 13 feet at all local street intersections and 27 feet at the intersection of local streets with Aviation Boulevard plus additional right of way for a corner cut off to meet current guidelines of the Americans with Disabilities Act (ADA) to the satisfaction of Public Works.
6. Provide minimum landing area of 100 feet for local collectors, 50 feet for local access roads, and 25 feet for cul-de-sacs at a maximum 3 percent grade on all "tee" intersections.
7. Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed 6 percent.
8. Permission is granted to vacate 116th Street providing the adjoining property owners have the underlying ownership of the portion of street to be vacated. Easements shall be provided for all utility companies that have facilities remaining within the vacated area.

9. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on Aviation Boulevard, 117<sup>th</sup> Street, and Judah Avenue.
10. Construct base, pavement, and parkway improvements for the proposed knuckle at the intersection of Judah Avenue and 116<sup>th</sup> Street.
11. Construct commercial driveway aprons to the satisfaction of Public Works.
12. Construct full-width sidewalk on Aviation Boulevard.
13. Construct full-width sidewalk and curb ramp at all returns.
14. Reconstruct/Construct parkway improvements (sidewalk, driveways, curb ramps, landings, etc.) that either serve or form a part of a Pedestrian Access Route to meet current ADA requirements to the satisfaction of Public Works.
15. Prepare Signing and Striping plans (scale 1:40) for Aviation Boulevard, 116<sup>th</sup> Street and 117<sup>th</sup> Street consistent with the approved conceptual striping plan dated June 22, 2010 in the vicinity of this development to the satisfaction of Public Works.
16. Where applicable, prepare Signing and Striping plans (scale 1:40) for all off-site multi-lane highways and streets affected by this subdivision as a means of mitigating any traffic impacts as identified in Traffic and Lighting Division letter/memorandum dated August 12, 2010 to the satisfaction of Public Works.
17. Comply with additional requirements, if any, as a means of mitigating any traffic impacts as identified in the Traffic and Lighting Division letter/memorandum dated August 12, 2010.
18. Traffic Signal Plans (Scale 1:20) will be required at any location where modification to the existing traffic signal is deemed necessary and at locations where new traffic signals are to be installed as a means of mitigating any traffic impacts as identified in the Traffic and Lighting Division letter/memorandum dated August 12, 2010 to the satisfaction of County of Los Angeles Department of Public Works and the City of Los Angeles. Fee deposit will be required for plan review.

19. Plant Street trees along the property frontage on Aviation Boulevard, 117<sup>th</sup> Street, and Judah Avenue. Existing trees in dedicated or to be dedicated right of way shall be removed and replaced if not acceptable as street trees.
20. Underground all new and existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
21. Comply with the following street lighting requirements:
  - a. Provide street lights on concrete poles with underground wiring along the property frontage on Aviation Boulevard, 117th Street, 116th Street and Judah Avenue to the satisfaction of Public Works. Submit street lighting plans along with existing and/proposed underground utilities plans as soon as possible to the Street Lighting Section of the Traffic and Lighting Division to allow the maximum time for processing and approval. For additional information, please contact the Street Lighting Section at (626) 300-4726.
  - b. The proposed development or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Street lighting plans cannot be approved prior to completion of annexation process.
  - c. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk. The applicant shall enter into a secured agreement with the County of Los Angeles for the installation of the street lights.
    - (1) Request the Street Lighting Section to commence annexation and levy of assessment balloting proceedings.
    - (2) Provide business/property owner's name(s), mailing address(es), site address, Assessor Parcel Number(s), and Parcel Boundaries in

either Microstation or Auto CADD format of territory to be developed to the Street Lighting Section.

- (3) Submit a map of the proposed project including any roadways conditioned for street lights that are outside the proposed project area to Street Lighting Section. Contact the Street Lighting Section for map requirements and with any questions at (626) 300-4726.
- c. The annexation and assessment balloting process takes approximately twelve months or more to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation. Information on the annexation and the assessment balloting process can be obtained by contacting Street Lighting Section at (626) 300-4726.
- d. For acceptance of street light transfer of billing, the area must be annexed into the Lighting District and all street lights in the project or the current phase of the project, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. Provided the above conditions are met, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1st of any given year, provided all street lights in the project, or the approved project phase, have been energized and the developer has requested a transfer of billing at least by January 1st of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met. The Lighting District cannot pay for the operation and maintenance of street lights located within gated communities.
22. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works.

*AR*

Prepared by Sam Richards  
tr70853r-rev2(Rev'd 8-30-10).doc

Phone (626) 458-4921

Date 08-30-2010



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: T-4

August 12, 2010

Ms. Francesca S. Bravo  
Linscott, Law & Greenspan, Engineers  
236 North Chester Avenue, Suite 200  
Pasadena, CA 91106

Dear Ms. Bravo:

**AVIATION STATION PROJECT  
TRAFFIC IMPACT STUDY (NOVEMBER 17, 2009)  
DEL AIRE AREA**

As requested, we have reviewed the Traffic Impact Study for the Aviation Station Project located on the east side of Aviation Boulevard between Imperial Highway and 117th Street in the unincorporated County of Los Angeles area of Del Aire.

We generally agree with the Traffic Impact Study that the traffic generated by the project alone, as well as the cumulative traffic generated by the project and other related projects, will not have a significant impact to County roadways or intersections in the area.

The cost of the traffic signal installation at the proposed combined driveway for Metro Park and Ride and Caltrans Maintenance Facility on Imperial Highway shall financially be the sole responsibility of the project. The installation of the proposed traffic signal shall be complete and in operation prior to relocation of the Metro Green Line Station Bus Terminal.

The project also shall be responsible for the cost of the design and modification of the existing traffic signal located at the intersection of Aviation Boulevard and 116th Street. Detailed striping and signal plans shall be submitted to Public Works for review and approval. The applicant shall construct the modifications to this traffic signal prior to occupancy of the project.

*IW*

Ms. Francesca S. Bravo

August 12, 2010

Page 2

Caltrans shall be consulted for any possible California Environmental Quality Act impacts to the freeway mainline and ramps in the area. Therefore, we ask that you provide Caltrans with a copy of the Traffic Impact Study so they have an opportunity to review it prior to public circulation. Any written comments received from Caltrans should be submitted to Public Works and included in the Environmental Impact Report.

The City of Los Angeles and the City of El Segundo shall review this document to determine whether they concur with the Traffic Impact Study's findings of the potential California Environmental Quality Act impacts. Any written comments from the Cities shall be submitted to Public Works and included in the Environmental Impact Report.

If you have any further questions regarding the review of this document, please contact Mr. Isaac Wong of our Traffic Studies Section at (626) 300-4796.

Very truly yours,

GAIL FARBER  
Director of Public Works



WILLIAM J. WINTER  
Assistant Deputy Director  
Traffic and Lighting Division

WJW:sd

P:\pub\WPFILES\FILES\STU\Isaac\EIR\EIR 090152 aviation station project fis.doc

cc: California Department of Transportation (Elmer Alvarez)  
City of El Segundo (Stephanie Katsouleas)  
City of Los Angeles Department of Transportation (Tomas Carranza)  
Department of Regional Planning (Paul McCarthy)

bc: Land Development (Narag)

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. The subdivider shall install and dedicate main line sewers and serve each building with a separate house lateral or have approved and bonded sewer plans on file with Public Works.
2. Install off-site sewer main line to serve this subdivision to the satisfaction of Public Works.
3. A sewer area study for the proposed subdivision (PC12111AS, dated 12-17-2009) was reviewed and approved. No additional mitigation measures are required. The sewer area study shall be invalidated should the total number of dwelling units increase, the density increase, dwelling units occur on previously identified building restricted lots, change in the proposed sewer alignment, increase in tributary sewershed, change of the sewer collection points, or the adoption of a land use plan or a revision to the current plan. A revision to the approved sewer area study may be allowed at the discretion of the Director of Public Works. The approved sewer area study shall remain valid for two years after initial approval of the tentative map. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.
4. The subdivider shall send a print of the land division map to the County Sanitation District with a request for annexation. The request for annexation must be approved prior to final map approval.

Prepared by  Tony Khalkhali  
tr70853s-rev2.doc

Phone (626) 458-4921

Date 08-09-2010

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
2. There shall be filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor, and that under normal conditions, the system will meet the requirements for the land division, and that water service will be provided to each building.
3. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Submit landscape and irrigation plans for each multi-family lot in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
5. Part of Aviation Boulevard is in the City of Los Angeles jurisdiction. The applicant shall obtain a construction/encroachment permit for any improvements/works constructed on Aviation Boulevard to the satisfaction of the City of Los Angeles.
6. Install a separate water irrigation systems for recycle water use per landscape plans.
7. If necessary, install off-site recycle water mainline per landscape plans to serve this subdivision to the satisfaction of Public Works.
8. The recycled water irrigation systems shall be designed and operated in accordance with all local and State Codes as required per Section 7105.6.3 Chapter 71 of Title 26 Building Code.





COUNTY OF LOS ANGELES  
FIRE DEPARTMENT

5823 Rickenbacker Road  
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision No: TR 70853 Map Date: July 7, 2010 - Ex. A

C.U.P. \_\_\_\_\_ Vicinity: 0590A

- FIRE DEPARTMENT HOLD on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
- Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.
- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Fuel Modification Plan" shall be submitted and approved prior to final map clearance. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).
- Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- Additional fire protection systems shall be installed in lieu of suitable access. Requirements will be determined during the building permit review process.
- The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.
- These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.
- The Fire Department has no additional requirements for this division of land.

Comments: The Fire Department recommends clearance of the Tentative/Exhibit Map as presently submitted with the following conditions of approvals: (See additional sheet for details)

By Inspector: Juan C. Padilla Date August 9, 2010

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

5823 Rickenbacker Road  
Commerce, California 90040

### LAND DEVELOPMENT UNIT REQUIREMENTS ADDITIONAL PAGE

Subdivision No: TR 70853 Map Date: July 7, 2010 - Ex. A

#### TENTATIVE MAP - CONDITIONS OF APPROVAL

- 1 Any limited access device proposed on the Fire Lane (Promenade) adjacent to Aviation Blvd shall be reviewed and approved by the Fire Department prior to installation. Submittal of design plans will be required. The Exhibit Map indicates no proposal for a limited access device on this portion of the Fire Lane.
- 2 Submit a gate detail indicating the gate location, gate width, Knox box location, and construction details for all proposed gates to the Fire Department for review and approval prior to Final Map clearance.
- 3 All proposed gates shall comply with the Fire Department's Regulation 5, Limited Access Devices and Systems.
- 4 Submit a cross section and details on the proposed delineation method for the northerly Fire Lane (Promenade) for review and approval prior to Final Map clearance. Approved signs and/or stripping are required on all Private Driveway and Fire Lanes.
- 5 Submit information on the proposed tree wells and tree species to be planted adjacent to the Fire Lane (Promenade) for review and approval prior to Final Map clearance.
- 6 Review and approval of the Fire Sprinkler systems, standpipes locations, and building code compliance will be completed during the architectural review process by the Fire Department prior to building permit issuance.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

By Inspector: Juan C. Padilla Date: August 9, 2010

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

5823 Rickenbacker Road  
Commerce, California 90040

### WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No: TR 70853 Map Date: July 7, 2010 - Ex. A

Revised Report \_\_\_\_\_

- The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.
- The required fire flow for public fire hydrants at this location is 3500 gallons per minute at 20 psi for a duration of 3 hours, over and above maximum daily domestic demand. 2 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is \_\_\_\_\_ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing \_\_\_\_\_ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- Fire hydrant requirements are as follows:  
Install 6 public fire hydrant(s). Verify / Upgrade existing \_\_\_\_\_ public fire hydrant(s).  
Install \_\_\_\_\_ private on-site fire hydrant(s).
- All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.  
 Location: As per map on file with the office.  
 Other location: \_\_\_\_\_
- All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access shall be provided and maintained serviceable throughout construction.
- The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.
- Additional water system requirements will be required when this land is further subdivided and/or during the building permit process.
- Hydrants and fire flows are adequate to meet current Fire Department requirements.
- Fire hydrant upgrade is not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: Per the fire flow test conducted by Golden State Water Co dated 04/27/09, the existing water system is NOT ADEQUATE. The Golden State Water Co will upgrade the water system and install the required fire hydrants (as indicated on the Exhibit Map) to meet the Fire Department water requirements.

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Juan C. Padilla Date August 9, 2010

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



**LOS ANGELES COUNTY  
DEPARTMENT OF PARKS AND RECREATION**



**PARK OBLIGATION REPORT**

Tentative Map #	70853	DRP Map Date: 07/07/2010	SCM Date: 08/12/2010	Report Date: 07/22/2010
Park Planning Area #	18B	DEL AIR / MARINA DEL REY	Map Type: REV. (REV RECD)	

Total Units  = Proposed Units  + Exempt Units

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

- 1) the dedication of land for public or private park purpose or,
- 2) the payment of in-lieu fees or,
- 3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	1.83
IN-LIEU FEES:	\$714,295

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of \$714,295 in-lieu fees.

Trails:

No trails.

Comments:

The proposed project includes a total of 390 units consisting of 20 townhouses (M.F. < 5 units) and 370 apartment/condominium units (M.F. > or = 5 units). Seven single-family residences, two two-family residential buildings (4 units), and eight (8) apartment units are proposed to be demolished. Credit is given for the 12 multi-family units to be demolished; no credit for the seven single-family residences.

\*\*\*Advisory:

The Representative Land Values (RLVs) in Los Angeles County Code (LACC) Section 21.28.140 are used to calculate park fees and are adjusted annually, based on changes in the Consumer Price Index. The new RLVs become effective July 1<sup>st</sup> of each year and may apply to this subdivision map if first advertised for hearing before either a hearing officer or the Regional Planning Commission on or after July 1<sup>st</sup> pursuant to LACC Section 21.28.140, subsection 3. Accordingly, the park fee in this report is subject to change depending upon when the subdivision is first advertised for public hearing.

Please contact Clement Lau at (213) 351-5120 or Sheela Mathai at (213) 351-5121, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, CA 90020 for further information or to schedule an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements, please contact the Trails Coordinator at (213) 351-5134.

By: James Barber  
James Barber, Land Acquisition & Development Section

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July 22, 2010 07:50:37  
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**LOS ANGELES COUNTY  
DEPARTMENT OF PARKS AND RECREATION**



**PARK OBLIGATION WORKSHEET**

Tentative Map #	<b>70853</b>	DRP Map Date:	<b>07/07/2010</b>	SMC Date:	<b>08/12/2010</b>	Report Date:	<b>07/22/2010</b>
Park Planning Area #	<b>18B</b>	DEL AIR / MARINA DEL REY			Map Type: REV. (REV RECD)		

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

**(P)people x (0.003) Ratio x (U)nits = (X) acres obligation**

**(X) acres obligation x RLV/Acre = In-Lieu Base Fee**

- Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 2000 U.S. Census\*. Assume \* people for detached single-family residences; Assume \* people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume \* people for apartment houses containing five or more dwelling units; Assume \* people for mobile homes.
- Ratio = The subdivision ordinance provides a ratio of 3.0 acres of park land for each 1,000 people generated by the development. This ratio is calculated as "0.0030" in the formula.
- U = Total approved number of Dwelling Units.
- X = Local park space obligation expressed in terms of acres.
- RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **390** = Proposed Units **378** + Exempt Units **12**

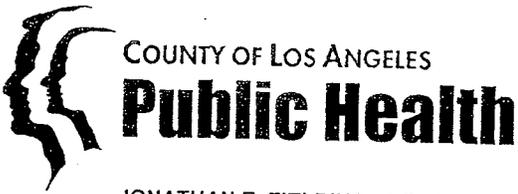
	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.08	0.0030	0	0.00
M.F. <5 Units	2.93	0.0030	16	0.14
M.F. >= 5 Units	1.56	0.0030	362	1.69
Mobile Units	2.99	0.0030	0	0.00
Exempt Units			12	
<b>Total Acre Obligation =</b>				<b>1.83</b>

Park Planning Area = **18B DEL AIR / MARINA DEL REY**

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	1.83	\$390,325	\$714,295

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
<b>Total Provided Acre Credit:</b>				<b>0.00</b>	

Acre Obligation	Public Land Crdt	Priv. Land Crdt	Net Obligation	RLV / Acre	In-Lieu Fee Due
1.83	0.00	0.00	1.83	\$390,325	\$714,295



JONATHAN E. FIELDING, M.D., M.P.H.  
Director and Health Officer

JONATHAN E. FREEDMAN  
Chief Deputy Director

ANGELO J. BELLOMO, REHS  
Director of Environmental Health

ALFONSO MEDINA, REHS  
Director of Environmental Protection Bureau

KEN HABARADAS, MS, REHS  
Acting Environmental Health Staff Specialist  
5050 Commerce Drive  
Baldwin Park, California 91706  
TEL (626) 430-5280 • FAX (626) 960-2740



BOARD OF SUPERVISORS

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August 11, 2010

Tract Map No. 070853

Vicinity: Inglewood

Tentative Tract Map Date: July 7, 2010 (2<sup>nd</sup> Revision)

- Environmental Health recommends approval of this map.  
 Environmental Health does NOT recommend approval of this map.

The Los Angeles County Department of Public Health – Environmental Health Division recommends approval of **Tentative Parcel Map 070853** based on the use of public water and public sewer as proposed. Any variation from the approved use of water supply and/or approved method of sewage disposal shall invalidate the Department's approval.

If you should have any questions, please contact me at (626) 430-5262.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Habaradas". The signature is fluid and cursive, written over a horizontal line.

Ken Habaradas, MS, REHS  
Bureau of Environmental Protection

## SECTION 5.0 MITIGATION MONITORING AND REPORTING PROGRAM

This section presents the Mitigation Monitoring and Reporting Program (MMRP) for the Aviation Station Project, which identifies the mitigation measures, monitoring timing, responsible agency/party, the action required, and the monitoring agency/party responsible for ensuring each recommended mitigation measure is implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM  
PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Geotechnical (Section 3.1 of the Draft EIR)</b>				
<b>MM 3.1-1</b> The design and construction of the Project shall comply with the County of Los Angeles Building Code and/or any other applicable building codes and standards to the satisfaction of the Los Angeles County Department of Public Works.	Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
<b>MM 3.1-2</b> All grading activities as well as the design and construction of the Project shall comply with the specific recommendations and requirements provided in a comprehensive geotechnical report, subject to approval by the Los Angeles County Department of Public Works.	Submittal and approval of geotechnical report and Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
<b>Flood (Section 3.2 of the Draft EIR)</b>				
<b>MM 3.2-1</b> The Project shall implement storm water quality Best Management Practices (BMPs) in accordance with the Los Angeles County Department of Public Works (LACDPW)'s current <i>Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of LACDPW. Proposed BMPs shall require that: <ul style="list-style-type: none"> <li>• Three on-site storm drains shall have catch basin inserts, Continuous Deflective Separation (CDS) units, or equivalent technologies, to filter hydrocarbons, trash, heavy metals, sediments, and organics;</li> <li>• All storm drains shall be stenciled with "Warning! Drains to Ocean" notes and symbols per NPDES standards, or as approved by the LACDPW;</li> <li>• Rooftop and podium-level runoff shall be conveyed through planter boxes for filtration prior to entering a public storm drain; and</li> <li>• An on-site underground infiltration system shall be installed beneath the proposed parking lot located north of the intersection of Judah Avenue and</li> </ul>	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s), during construction, and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>West 116th Street, and sized to capture the post-development runoff volume increase (LID volume) of 11,761 cubic feet.</p>				
<p><b>MM 3.2-2</b> The Project shall include: (1) use of existing storm water drainage features; (2) removal and/or relocation of selected existing storm water drainage features; and (3) installation of new features within the Project site, which shall be reviewed and approved with improvement plans to the satisfaction of the County of Los Angeles Department of Public Works (LACDPW). Specifically, the Project shall:</p> <ul style="list-style-type: none"> <li>• Retain 12 existing catch basins, remove 5 on-site existing catch basins, remove and relocate 2 on-site existing catch basins, and install 5 new on-site catch basins with filter inserts;</li> <li>• Retain existing concrete gutters where feasible and install new 4-foot concrete gutters along new and/or reconfigured interior roadways and parking areas;</li> <li>• Remove a segment of the existing Dominguez Channel 8-foot by 10-foot (8' x 10' - ¾") RCB structure beneath Aviation Boulevard and West 116th Street, and relocate it northward on the Project site beneath the proposed fire lane adjacent to the existing Metro Green Line Station;</li> <li>• Extend an existing storm drain near the intersection of Aviation Boulevard and the existing Dominguez Channel to connect to the relocated Dominguez Channel;</li> <li>• Install new storm drains from the on-site parking area, from the proposed underground infiltration basin, and from the on-site Project site to the existing storm drain beneath West 116th Street and the relocated Dominguez Channel;</li> <li>• Install a new building drainage outlet near the intersection of Judah Avenue and West 116th Street (the subterranean sump pump shall be installed to collect nuisance flows from the</li> </ul>	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>subterranean parking garage, as well as stormwater runoff from the filtration planters, and pump it into the Dominguez Channel); and</p> <ul style="list-style-type: none"> <li>Record a storm drain easement dedication to the Los Angeles County Flood Control District over the relocated alignment of the Dominguez Channel within the Project site. The size and type of easement dedication may vary and shall be determined with the improvement plans to the satisfaction of the LACDPW.</li> <li>Off-site improvements are subject to the discretion of the proper permitting authority, including Caltrans for any improvements to the Caltrans Off-Site Project Area, or other jurisdictions for improvements within their right-of-way.</li> </ul>				
<p><b>MM 3.2-3</b> All proposed storm drains and other storm water management features specified in the <i>Drainage Concept, Hydrology, SUSMP, and LID Analysis for Vesting Tentative Tract Map No. 70853</i> prepared by Land Design Consultants, Inc. shall be designed and implemented to meet NPDES Permit/SUSMP requirements and the County LID requirements, subject to review and approval by the Los Angeles County Department of Public Works.</p>	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to issuance of grading permit(s), during construction, and during operation</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board</p>
<p><b>MM 3.2-4</b> Prior to the issuance of building permits, the Project Applicant shall construct all Dominguez Channel improvements, including design capacity and location, to the satisfaction of the Los Angeles County Flood Control District (LACFCD) and shall record an easement dedication to the County of Los Angeles for operation and maintenance of the new Dominguez Channel alignment. Subterranean detention boxes shall be sized according to the <math>Q_{allow}</math> and shall be located in proximity to the relocated Dominguez Channel, to the satisfaction of LACFCD.</p>	<p>Submittal and approval of final drainage plan and Recordation of easement dedication and Site inspection</p>	<p>Prior to the issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Flood Control District</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>MM 3.2-5</b> The Project Applicant shall obtain a construction permit from the Los Angeles County Flood Control District (LACFCD) for all Project components that affect existing LACFCD facilities.	Acquire construction permit	Prior to issuance of grading permit(s) and during construction	Project Applicant	Los Angeles County Flood Control District
<b>MM 3.2-6</b> The Project Applicant shall obtain an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned property.	Acquire encroachment permit	Prior to issuance of grading permit(s) for Caltrans-owned property	Project Applicant	Los Angeles County Department of Public Works and Caltrans
<b>Fire (Section 3.3 of the Draft EIR)</b>				
<b>MM 3.3-1</b> The Project shall comply with all applicable <i>Los Angeles County Code</i> Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant shall submit all necessary plans and materials to the LACFD for review and approval.	Regular plan check and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Fire Department
<b>MM 3.3-2</b> Prior to issuance of building permits, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), West 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Los Angeles County Fire Department

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>West 118<sup>th</sup> Street) shall be abandoned and three existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of the LACFD:</p> <ul style="list-style-type: none"> <li>• Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line;</li> <li>• Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118<sup>th</sup> Street). These lines will connect with the new 12-inch line in West 117th Street;</li> <li>• A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A; and</li> <li>• Six new fire hydrants evenly distributed around the perimeter of the Project site.</li> </ul>				
<p><b>MM 3.3-3</b> Prior to issuance of building permits for the off-site Project Area, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.</p>	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to the issuance of building permits for Caltrans-owned property and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Noise (Section 3.4 of the Draft EIR)</b>				
<p><b>MM 3.4-1</b> Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117<sup>th</sup> respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch-thick plywood or 5/8-inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.</p>	<p align="center">Install noise barrier and Site inspection</p>	<p align="center">Prior to issuance of grading permit(s) and during construction</p>	<p align="center">Project Applicant and Construction Contractor</p>	<p align="center">Los Angeles County Department of Regional Planning</p>
<p><b>MM 3.4-2</b> Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA Lmax or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.</p>	<p align="center">Maintain log demonstrating compliance with distance requirements and/or documentation of compliance of noise threshold and Site inspection</p>	<p align="center">During construction</p>	<p align="center">Project Applicant and Construction Contractor</p>	<p align="center">Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>MM 3.4-3</b> All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on residential portions of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.	Direct and monitor travel routes of construction traffic and Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
<b>MM 3.4-4</b> In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.	Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
<b>MM 3.4-5</b> The Project Applicant shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) Truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).	Include delivery truck requirements in contracts	During operation	Project Applicant	Los Angeles County Department of Regional Planning
<b>MM 3.4-6</b> Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County's Noise Ordinance, which limits noise at property lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County's Noise Ordinance, which limits exterior noise at property lines.	Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
<b>MM 3.4-7</b> Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following	Submittal and approval of architectural plans and acoustical analysis and Regular plan check and	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)  
PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant shall submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant that demonstrates that interior noise levels in all residential units due to exterior transportation noise sources would be 45 dBA CNEL or less to the Los Angeles County Department of Public Health for review and approval.</p>	<p>Site inspection</p>			
<p><b>MM 3.4-8</b> In accordance with the <i>State Business and Professions Code</i> and the <i>State Civil Code</i> each prospective purchaser of residential property within the Project shall be notified as follows:</p> <p>NOTICE OF AIRPORT IN VICINITY – A portion of this property is presently located in the vicinity of an airport, within what is known as an airport influence area. Additionally, this property is located in proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p> <p>In addition, although not required by the <i>State Civil Code</i> (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.</p>	<p>Prepare and distribute notice as per State regulations to each prospective purchaser of residential property and each prospective tenant of the leased residential property within the Project</p>	<p>During operation</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Water Quality (Section 4.1 of the Draft EIR)</b>				
<b>MM 4.1-1</b> Prior to the issuance of a grading permit, the Project Applicant shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.	File Permit Registration Document and Submittal of NOI and Maintain log demonstrating compliance with NPDES requirements and Site inspection.	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board
<b>MM 4.1-2</b> Educational materials regarding water quality impacts associated with pet waste, and appropriate options for pet waste disposal, shall be provided to all future homeowners through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs) and all future renters through the Leasing Office.	Prepare and distribute pet waste literature to all future homeowners	During operation	Project Applicant	Los Angeles County Department of Regional Planning
<b>MM 4.1-3</b> The Project Applicant shall install and maintain post-construction treatment control Best Management Practices (BMPs) pursuant to the requirements of the Los Angeles County Department of Public Works' <i>Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of the Los Angeles County Department of Public Works.	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 4.1-4</b> Prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant shall demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control BMPs pursuant to the requirements of the Caltrans Statewide SWMP and other applicable local, State, and federal regulations to the satisfaction of Caltrans.</p>	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to construction activities and during construction on Caltrans-owned property</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Caltrans</p>
<b>Air Quality (Section 4.2 of the Draft EIR)</b>				
<p><b>MM 4.2-1</b> Dust control measures applied to Project construction activities shall be in compliance with SCAQMD Rule 403 for Best Available Control Measures and to the satisfaction of SCAQMD and the County Department of Regional Planning. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's final construction plans and specifications and shall include the following measures:</p> <ul style="list-style-type: none"> <li>• Land disturbance shall be minimized to the extent feasible. Grading activities shall be limited to the disturbance of no more than 1.25 acres per day and shall not exceed 2,400 cubic yards of grading per day.</li> <li>• Haul trucks shall be covered when loaded with fill.</li> <li>• Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway.</li> <li>• Watering trucks shall be used to minimize dust. Watering should be sufficient to confine dust plumes to the Project work areas. Active disturbed areas shall have water applied to them three times daily.</li> <li>• For disturbed surfaces to be left inactive for four or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction.</li> </ul>	<p>Include Rule 403 in contractor's specifications and Maintain log demonstrating compliance and Site inspection</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and South Coast Air Quality Management District</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> <li>• For unpaved roads, chemical stabilizers shall be applied or the roads shall be watered once per hour during active operation.</li> <li>• Vehicle speed on unpaved roads shall be limited to 15 miles per hour.</li> <li>• For open storage piles that will remain on site for two or more days, water shall be applied once per hour, or coverings shall be installed.</li> <li>• For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. During high wind conditions (wind speeds in excess of 25 mph), all earth moving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.</li> </ul>				
<p><b>MM 4.2-2</b> Mass grading operations shall be planned and operated in a manner such that NOx emissions shall not exceed 100 pounds/day. This shall be demonstrated by emissions calculations for a reasonable maximum mass grading day, using the specific equipment selected for off-road and on-road use, subject to SCAQMD and Los Angeles County Department of Regional Planning review and approval. Should new-technology Tier 3 equipment or better be used, then it may be possible to exceed the equipment and equipment use data assumed in the URBEMIS model for the Project by substantial quantities without exceeding the 100 pounds/day NOx threshold.</p>	<p>Review and approval of emissions calculations and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and South Coast Air Quality Management District</p>
<p><b>MM 4.2-3</b> In order to minimize NOx emissions, the Applicant shall include the following measures in all contractor's final construction plans and specifications:</p> <ul style="list-style-type: none"> <li>• Use electricity from power poles rather than temporary diesel or gasoline power generators;</li> <li>• Ensure that all vehicles and equipment shall be properly tuned and maintained according to manufacturers' specifications;</li> </ul>	<p>Include NOx reduction measures in contractor's specifications And Maintain log demonstrating compliance and</p>	<p>Prior to construction activities and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> <li>• Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site;</li> <li>• Schedule off-site haul activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, that is, peak hour hauls on the off-site arterial system shall occur only if necessary to avoid extending the length of the applicable phase of construction; and</li> <li>• Provide temporary traffic controls, such as a flag person, during all phases of construction as necessary to maintain smooth traffic flow. If needed to avoid congestion, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site and/or modify signal synchronization.</li> <li>• Configure construction parking to minimize traffic interference.</li> </ul>	Site inspection			
<p><b>MM 4.2-4</b> Information regarding exposure to PM10, PM2.5, and ultra-fine particles due to the Project's proximity to I-105 shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).</p>	Prepare and distribute air quality literature to all future homeowners	During operation	Project Applicant and Homeowner's Association	Los Angeles County Department of Regional Planning
<p><b>MM 4.2-5</b> The Project contractor's final construction plans and specifications shall require that activities with the potential to generate dust, PM10, and PM2.5 that are not required at a specific location on the Project site, such as the staging of equipment and materials, shall be located as far as feasible from nearby residences.</p>	Include distance requirements in contractor's specifications and Maintain log demonstrating compliance and Site inspection	Prior to and during grading and excavation activities	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 4.2-6</b> A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to the generation of dust, PM10, and PM2.5.</p>	<p>Appoint construction relations officer and Maintain log demonstrating compliance and Site inspection</p>	<p>During grading activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>
<p><b>Cultural Resources (Section 4.3 of the Draft EIR)</b></p>				
<p><b>MM 4.3-1</b> During all grading and excavation activities that occur within native soils (i.e., not within engineered fill materials that are present at the surface), a trained Archaeological Monitor shall be present to monitor the earth-moving activities. Based on the site conditions and grading program, the Archaeological Monitor shall determine an appropriate monitoring schedule, subject to the approval of the Los Angeles County Department of Regional Planning (LACDRP). The Archaeological Monitor would not need to be present once grading and excavations reach a depth of 15 feet or deeper (see MM 4.3-2), or once bedrock is encountered. Should archaeological resources be encountered, a qualified Archaeologist shall be retained to implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Archaeologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the LACDRP. If the Monitor determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Archaeological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p>During grading and excavation activities</p>	<p>Project Applicant, Construction Contractor, and Qualified Archaeologist</p>	<p>Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 4.3-2</b> A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Paleontological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p>During excavation activities of 15 feet or deeper</p>	<p>Project Applicant, Construction Contractor, and Qualified Paleontologist</p>	<p>Los Angeles County Department of Regional Planning</p>
<p><b>MM 4.3-3</b> In accordance with <i>California Health and Safety Code</i>, Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with <i>California Public Resources Code</i>, Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.</p>	<p>Stop work and contact County Coroner</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Visual Qualities (Section 4.4 of the Draft EIR)</b>				
<b>MM 4.4-1</b> Prior to commencement of construction activities, the Contractor shall install a visual barrier along the entire perimeter of the construction site (e.g., green mesh fabric or similar view-blocking material) to obstruct street-level views of construction activities from residents in the immediate vicinity of the site. This barrier shall remain in place until the completion of grading activities requiring heavy mobile trucks/equipment. This shall be included on the contractor specifications and verified by the County of Los Angeles.	Install visual barrier and Maintain log demonstrating compliance and Site inspection	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
<b>MM 4.4-2</b> Prior to issuance of a grading permit, the Project Applicant shall submit the Landscaping Plan to the Los Angeles County Department of Regional Planning for review and approval.	Submittal and approval of Landscaping Plan	Prior to issuance of grading permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
<b>MM 4.4-3</b> Prior to issuance of a building permit, a signage plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project signage shall be designed and implemented in compliance with all applicable Los Angeles County standards and requirements.	Submittal and approval of Signage Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
<b>MM 4.4-4</b> Prior to issuance of a building permit, a lighting plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project lighting shall be designed and implemented in compliance with all applicable Los Angeles County lighting standards.	Submittal and approval of Lighting Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Traffic/Access (Section 5.1 of the Draft EIR)</b>				
<p><b>MM 5.1-1</b> All traffic improvements and construction-related activities that involve Caltrans-owned property shall be subject to the approval of an encroachment permit from Caltrans and shall be designed and constructed in accordance with applicable Caltrans standards and requirements, including the California 2010 MUTCD Manual, to the satisfaction of Caltrans. All traffic improvements within City of Los Angeles right-of-way shall be subject to the approval of the City of Los Angeles and the implementation of the improvements shall be guaranteed through the City's B-Permit process.</p>	<p>Acquire encroachment permit and Submittal and approval of traffic improvements in Caltrans or City of Los Angeles right-of-way</p>	<p>Prior to construction activities on Caltrans-owned property</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works, Caltrans, and City of Los Angeles</p>
<p><b>MM 5.1-2</b> To ensure adequate vehicular access and circulation on the Project site and the off-site Project area, the Project shall construct the following traffic and circulation features to the satisfaction of the Los Angeles County Department of Public Works (LACDPW). All driveways and other circulation features that would affect City of Los Angeles roadways shall require coordination for review and approval with the LADOT's Citywide Planning Coordination Section.</p> <ul style="list-style-type: none"> <li>• Vehicular access to the Project site shall be limited to driveways on Aviation Boulevard and West 117th Street. <ul style="list-style-type: none"> <li>○ The existing Aviation Boulevard signalized driveway (driveway entrance to the Metro bus terminal) is located at the northwest corner of the Project site and shall be modified to serve as the main Project driveway for access to the commercial and residential components of the Project and associated parking areas. The existing traffic signal equipment at the Aviation Boulevard driveway shall be modified accordingly. The proposed Aviation Boulevard driveway shall provide full access (i.e., left-turn and right-turn ingress and egress turning movements). For exiting traffic, two lanes</li> </ul> </li> </ul>	<p>Submittal and approval of traffic and circulation features and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Department of Transportation Citywide Planning Coordination Section (City of Los Angeles roadways only) and Caltrans (for activities on Caltrans property) and Metropolitan Transportation Authority (for activities on Metro property)</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>shall be provided: one for left-turns and one for right-turns.</p> <ul style="list-style-type: none"> <li>o The West 117th Street driveway shall be located on the north side of West 117th Street at the southwest corner of the Project site, and shall provide secondary access to the commercial and residential components of the Project and associated parking areas. This driveway shall accommodate left-turn ingress and right-turn egress movements only to direct Project-related traffic to and from Aviation Boulevard (i.e., limit Project traffic from travelling on nearby local residential streets).</li> <li>• The existing Metro bus terminal shall be relocated to the western portion of the existing Caltrans Park-and-Ride Lot. The existing Caltrans Park-and-Ride Lot and the adjacent surface parking lot associated with the Caltrans Maintenance Facility shall be reconfigured to accommodate the relocation of the Metro bus terminal in order to maintain at least the current number of Park-and-Ride spaces (approximately 400 parking spaces). <ul style="list-style-type: none"> <li>o Vehicular access to the relocated Metro facilities shall be provided via two driveways: one on Aviation Boulevard and one on West Imperial Highway.</li> <li>o The existing Caltrans Park-and-Ride driveway on Aviation Boulevard shall be relocated approximately 100 feet north of its current position and shall accommodate right-turn ingress and egress movements only.</li> <li>o The existing Caltrans Park-and-Ride driveway on West Imperial Highway shall be relocated approximately 30 feet east of its current position and shall be used as an exit only driveway (i.e., limited to right-turn egress movements only).</li> </ul> </li> </ul>				

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> <li>○ The existing Caltrans driveway on West Imperial Highway shall be reconfigured to provide one inbound lane and one outbound lane, with left-turn and right-turn ingress and right-turn egress only (i.e., no left-turn egress movements would be permitted onto westbound West Imperial Highway). The reconfigured Caltrans driveway shall provide direct access to the Caltrans Park-and-Ride Lot and Caltrans surface parking lot.</li> <li>○ A traffic signal shall be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway shall feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot and a northbound right-turn overlapping phase for vehicles exiting the driveway. The cost and implementation of the traffic signal installation shall be the sole responsibility of the Project Applicant. The Project Applicant shall contact LADOT's Western District Operations Office to facilitate the review and approval of the traffic signal in this location. The installation of the traffic signal shall be complete and in operation prior to the operation of the new Metro bus terminal.</li> <li>• A new driveway on West Imperial Highway shall be constructed for the relocated Metro bus terminal and will provide right turn ingress and egress movements.</li> <li>• Modifications to the traffic signal located at the intersection of Aviation Boulevard and West 116th Street shall be constructed prior to occupancy of the Project. The cost of the design and</li> </ul>				

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>modification of the traffic signal shall be the sole responsibility of the Project Applicant. A detailed striping and signal plans shall be submitted to LACDPW Traffic and Lighting Division for review and approval.</p> <ul style="list-style-type: none"> <li>The design/redesign of the intersections (and associated traffic signal installations), roadways and the site plan layout, including driveway encroachments within Los Angeles County, shall be to the satisfaction of LACDPW.</li> </ul>				
<p><b>MM 5.1-3</b> The provision, design, and location of parking for the Project shall comply with the Americans with Disabilities Act (ADA).</p>	<p>Regular plan check and Site inspection</p>	<p>Prior to issuance of building permits and during operation</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>
<p><b>MM 5.1-4</b> Prior to issuance of the first occupancy permit, the Project Applicant shall coordinate with the Los Angeles County Department of Public Works regarding a possible restricted parking program for West 117th Street and Judah Avenue adjacent to the Project site, which currently have unrestricted parking. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) shall be determined to the mutual satisfaction of the Project Applicant, the County, and the adjacent residents.</p>	<p>Coordinate with LACDPW and adjacent residents for restricted parking program</p>	<p>Prior to issuance of first occupancy permit</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>
<p><b>MM 5.1-5</b> The Project Applicant shall demonstrate to the satisfaction of the County of Los Angeles and the Metropolitan Transportation Authority that the relocated Metro bus terminal is fully operational prior to the removal of the existing Metro bus terminal located on Lot 2 of the Project site.</p>	<p>Provide evidence of operational terminal to County and Metro</p>	<p>Prior to removal of the existing Metro bus terminal</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Metropolitan Transportation Authority (for activities on Metro property)</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 5.1-6</b> To minimize potential cumulative construction traffic impacts in the Los Angeles International Airport (LAX) area, the Project Applicant shall provide Los Angeles World Airports with the Project's construction schedule, construction hours, haul routes, and construction personnel contact information at least 10 days before construction activities begin.</p>	<p>Provide LAWA with specified construction information</p>	<p>At least 10 days prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles World Airports</p>
<p><b>Sewage Disposal (Section 5.2 of the Draft EIR)</b></p>				
<p><b>MM 5.2-1</b> Prior to the issuance of building permits, the Project Applicant shall pay the applicable connection fees in accordance with the Sanitation Districts of Los Angeles County <i>Master Connection Fee Ordinance of County Sanitation District No. 5 of Los Angeles County</i>.</p>	<p>Remit payment to the Sanitation Districts of Los Angeles County</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning and Sanitation Districts of Los Angeles County</p>
<p><b>MM 5.2-2</b> Prior to issuance of building permits, the Project Applicant shall demonstrate to the Sanitation Districts of Los Angeles County and Los Angeles County Department of Public Works that the Project includes appropriate infrastructure to ensure adequate wastewater conveyance. It is anticipated that segments of the existing eight-inch-diameter local sewer line within Aviation Boulevard (between West 116th Street and West 117th Street) and West 116th Street (between Aviation Boulevard and Judah Avenue) will be removed. The Project shall include the following new wastewater infrastructure:</p> <ul style="list-style-type: none"> <li>• An 8-inch-diameter local sewer line within Aviation Boulevard beginning north of West 116th Street and connecting to the sewer line within West 117th Street;</li> <li>• An 8-inch-diameter local sewer line within West 117th Street connecting the Aviation Boulevard sewer line to the existing sewer line in West 117th Street;</li> <li>• An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and West 117th Street, and connecting to</li> </ul>	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works and Sanitation Districts of Los Angeles County</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>the existing sewer line in West 117th Street;</p> <ul style="list-style-type: none"> <li>• An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and extending north of West 117th Street, and connecting to the existing sewer line in West 116th Street;</li> <li>• Six-inch-diameter sewer laterals from each of the four proposed buildings to a local sewer line; and</li> <li>• Four-inch-diameter sewer laterals from each individual townhome along West 117th Street and Judah Avenue to a local sewer line.</li> </ul>				
<p><b>MM 5.2-3</b> Prior to the issuance of building permits, the Project Applicant shall complete the annexation of all appropriate local sewer lines and laterals necessary to serve the Project that are currently within the City of Los Angeles into the Los Angeles County Department of Public Works (LACDPW) Consolidated Sewer Maintenance District. All proposed sewer lines shall be constructed in compliance with the LACDPW's sewer design standards to the satisfaction of LACDPW.</p>	<p>Finalize annexation of sewer facilities</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works</p>
<p><b>MM 5.2-4</b> Prior to issuance of building permits for the off-site Caltrans-owned property, the Project Applicant shall demonstrate to the Los Angeles County Department of Public Works that the Project includes adequate wastewater infrastructure. A new sewer lateral line within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms associated with the new Metro bus terminal. The sewer line shall be connected to the existing eight-inch diameter local sewer line within the off-site Caltrans property.</p>	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permits for Caltrans property</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Education (Section 5.3 of the Draft EIR)</b>				
<b>MM 5.3-1</b> The Project Applicant shall pay new development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District pursuant to <i>California Government Code, Section 65995 (SB 50)</i> .	Remit new development fees to affected school districts	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Wiseburn School District and Centinela Valley Union High School District
<b>MM 5.3-2</b> The Project Applicant shall remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facilities Mitigation Fee Program.	Remit appropriate fee to Los Angeles County Public Library	At the time of building permit issuance	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Public Library
<b>Fire/Sheriff (Section 5.4 of the Draft EIR)</b>				
<b>MM 5.4-1</b> Prior to issuance of an occupancy permit, the Project Applicant shall notify the Los Angeles County Sheriff's Department, including the Transportation Bureau-Green Line, of Project completion in order to facilitate their internal assessment to ensure that services are appropriately allocated to areas in need.	Communicate project completion to Los Angeles County Sheriff's Department	Prior to issuance of occupancy permit	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Sheriff's Department
<b>Utilities/Other Services (Section 5.5 of the Draft EIR)</b>				
<b>MM 5.5-1</b> Prior to the issuance of building permits; the Project Applicant shall pay the applicable connection fees in accordance with the Golden State Water Company standards and requirements.	Remit appropriate connection fee to Golden State Water Company	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Golden State Water Company

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 5.5-2</b> Prior to commencement of construction activities, a Recycling and Reuse Plan must be submitted to the Los Angeles County Department of Public Works, Environmental Programs Division for review and approval. Construction activities on the Project site shall be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight.</p>	<p>Submittal and approval of Recycling and Reuse Plan  and  Maintain log demonstrating compliance with Plan</p>	<p>Prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works Environmental Programs Division</p>
<p><b>Environmental Safety (Section 6.1 of the Draft EIR)</b></p>				
<p><b>MM 6.1-1</b> Prior to the issuance of a grading permit(s), the Project Applicant shall submit the final contractor specifications that includes a contingency plan to address the potential to encounter unknown subsurface anomalies during site grading and excavation to the satisfaction of the County. The specifications shall also include the appointment of a Construction Monitor with a CalOSHA Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification to identify and provide initial response to any hazard or hazardous material encountered during Project implementation. The contingency plan shall specify that, if construction workers encounter any hazards or hazardous materials (including, but not limited to, pipes, USTs, stained soils, odors, gases, uncontained spills, and/or other unidentified substances), the Contractor shall stop work, notify the Construction Monitor (if not already aware), and cordon off the affected area. The Construction Monitor shall contact the Los Angeles County Certified Unified Program Agency (CUPA), which is the Los Angeles County Fire Department, Health Hazardous Materials Division, who shall determine the next steps regarding possible site evacuations, notification of other oversight agencies, sampling, handling, and disposal of the material(s) consistent with federal, State, and local regulations. If required, the Project site shall be remediated to the satisfaction of the CUPA.</p>	<p>Include plan to resolve subsurface anomalies and specify appointment of a HAZWOPER-certified Construction Monitor in contractor specifications</p>	<p>Prior to issuance of grading permit(s)</p>	<p>Project Applicant, Construction Contractor, and HAZWOPER-certified Construction Monitor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous Materials Division)</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 6.1-2</b> Prior to the issuance of a demolition permit for any structure on the Project site, pre-demolition surveys for ACMs and LBP—including sampling and analysis of all suspected building materials—and inspections for PCB-containing electrical fixtures shall be performed for the structure(s) proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations, including ASTM E 1527-05; 15 USC Chapter 15 (Toxic Substances Control); CalOSHA requirements; and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).</p> <p>If the pre-demolition surveys/inspections do not identify ACMs, LBP, and/or PCB-containing fixtures, the Project Applicant shall provide documentation to the County of the survey/inspection showing that no further abatement actions are required as part of the application for a demolition permit.</p> <p>If the pre-demolition surveys/inspections identify ACMs, LBP, and/or PCB-containing fixtures, all such materials shall be handled in accordance with SCAQMD Rule 1403. The Project Applicant shall provide documentation to the Los Angeles County Certified Unified Program Agency (CUPA) that appropriately qualified individuals have been retained to manage the identified materials as part of the application for a demolition permit. All demolition activities that may expose construction workers and/or the public to asbestos-containing materials, lead-based paint (LBP), and/or PCB-containing electrical fixtures shall be conducted in accordance with applicable regulations, including, but not limited to 15 <i>United States Code</i> (USC) Chapter 53 Toxic Substances Control; CalOSHA regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirement to</p>	<p>Conduct and submit pre-demolition surveys for ACMs and LBP and inspections for PCB-containing equipment and</p> <p>Provide documentation of survey results to County or</p> <p>Abate hazardous materials in accordance with applicable regulations and provide documentation of abatement to County</p>	<p>Prior to issuance of demolition permits and during demolition</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and</p> <p>Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous Materials Division)</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)  
PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>adhere to all applicable regulations shall be included in the contractor specifications, and such inclusion shall be approved by the Los Angeles County CUPA and verified by the Los Angeles County Department of Public Works prior to issuance of the demolition permit.</p> <p>After demolition, the Project Applicant shall provide documentation (e.g., required waste manifests, air monitoring results, and laboratory analytical results) to the Los Angeles County Department of Public Health (DPH) and CUPA illustrating that abatement of any ACMs, LBP, and/or PCB-containing fixtures identified in the demolished structure has been completed in full compliance with applicable regulations. The County of Los Angeles Department of Public Works shall be copied on all materials submitted to the DPH and CUPA.</p>				
<p><b>MM 6.1-3</b> Any contaminated soils or other hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under 49 CFR (Hazardous Materials Transportation Act), Caltrans standards, CalOSHA standards, and 40 CFR 263 (Subtitle C of Resource Conservation and Recovery Act).</p>	<p>Include requirement for licensed hazardous waste hauler in contractor specifications and confirm waste hauler credentials and Maintain log demonstrating compliance</p>	<p>During construction</p>	<p>Project Applicant, Construction Contractor, and Licensed Hazardous Waste Hauler</p>	<p>Los Angeles County Department of Regional Planning</p>
<p><b>MM 6.1-4</b> All structures shall comply with Federal Aviation Administration (FAA) height restrictions, pursuant to Federal Aviation Regulation (FAR) Part 77, Subpart C. The Project Applicant shall provide the County of Los Angeles Department of Regional Planning with proof of a current and valid FAA "Determination of No Hazard to Air Navigation" at the time of building permit issuance.</p>	<p>Provide County with FAA "Determination of No Hazard to Air Navigation"</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Federal Aviation Administration</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p><b>MM 6.1-5</b> Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, shall be prepared in cooperation with the County of Los Angeles, the City of Los Angeles, and other affected jurisdictions in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD), as required by the relevant jurisdiction. Construction activities shall comply with the approved WTCP to the satisfaction of the affected jurisdictions.</p>	<p>Submittal and approval of Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans</p>	<p>Prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles Department of City Planning</p>
<p><b>MM 6.1-6</b> Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tie-backs per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.</p>	<p>Submittal and approval of project plans and specifications for components affecting railroad ROW and Contact the Rail Division Transportation Manager, Rail Operations Control, Metro Bus Operations Control Special Events Coordinator, and applicable Municipal Bus Service Operators</p>	<p>Prior to clearance of the final tract map</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works and Metropolitan Transportation Authority</p>
<p><b>Population, Housing, Employment and Recreation (Section 6.3 of the Draft EIR)</b></p>				
<p><b>MM 6.3-1</b> Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.</p>	<p>Remit appropriate County Parkland Dedication Ordinance fee</p>	<p>Prior to clearance of the final tract map</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Department of Parks and Recreation</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Climate Change (Section 6.4 of the Draft EIR)</b>				
<p><b>MM 6.4-1</b> The Project shall be designed and constructed in accordance with the following regulations as set forth in the <i>Los Angeles County Code</i>: Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building. The Green Building ordinance requires features/actions relative to the Project including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Achievement of at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards;</li> <li>• Installation of smart irrigation controllers, drought-tolerant vegetation (per Chapter 22.52 requirements), and high-efficiency toilets in all dwelling units and mixed-use buildings;</li> <li>• Recycle/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight; and</li> <li>• Planting of at least one 15-gallon tree for every 5,000 sf of multi-family developed area with at least 50 percent of the trees being drought tolerant, and plant at least three 15-gallon trees for every 10,000 sf of non-residential developed area with at least 65 percent of the trees being drought-tolerant.</li> </ul>	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Department of Public Works</p>
<p><b>MM 6.4-2</b> Educational materials regarding water conservation techniques and programs, waste reduction and recycling services, energy conservation, the benefits of mixed-use, transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).</p>	<p>Prepare and distribute appropriate literature to all future homeowners</p>	<p>During operation</p>	<p>Project Applicant and Homeowner's Association</p>	<p>Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>MM 6.4-3</b> Preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage shall be provided to the satisfaction of Los Angeles County Department of Regional Planning.	Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
<b>MITIGATION COMPLIANCE</b>				
As a means of ensuring compliance of the above mitigation measures, the Applicant and/or subsequent owner(s) are responsible for submitting an annual mitigation compliance report to the LACDRP for review, and for replenishing the mitigation monitoring account if necessary until such time as all mitigation measures have been implemented and completed.	Submittal of annual mitigation compliance report and Replenishing mitigation monitoring account	Annually until such time as all mitigation measures have been implemented and completed	Project Applicant and Subsequent Owner(s)	LACDRP

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**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION  
OF THE COUNTY OF LOS ANGELES RELATING TO  
GENERAL PLAN AMENDMENT CASE NO. RPA 200900002-(2)  
FOR PROJECT NO. TR070853-(2)**

**WHEREAS**, pursuant to Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350), the County of Los Angeles ("County") provides for adoption of amendment to county general plan; and

**WHEREAS**, the applicants, Kroeze Family, LLC, Kroeze, Inc. and Los Angeles County Metropolitan Transportation Authority (sometimes referred to individually as "Applicant" and collectively, the "Applicants"), proposes to develop a mixed use development on 5.9 acres ("Project Site") with a total of 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space (collectively referred to as "Project"); and

**WHEREAS**, the Applicants have requested the approval of General Plan Amendment No. 200900002 to amend the 3.2-acre portion of the Project Site that is located within unincorporated Los Angeles County from Countywide General Plan Category 1, Low Density Residential, to Category 4, High Density Residential; and to pre-designate a 2.7-acre portion of the Project Site that is located within the City of Los Angeles ("City") as Category 4; and

**WHEREAS**, the Regional Planning Commission of Los Angeles County ("Commission") conducted a public hearing on February 16, and April 20, 2011 regarding the following: (i) General Plan Amendment No. 200900002; (ii) Zone Change No. 200900002; (iii) Vesting Tentative Tract Map No. 070853; (iv) Conditional Use Permit No. 200900024; (v) Parking Permit No. 201000008; and

**WHEREAS**, the Regional Planning Commission finds as follows:

1. The Project Site located within both the unincorporated community of Del Aire in the County and the City, bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line Aviation/LAX Station and Interstate 105 ("I-105") to the north. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres are located within the City.
2. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to the Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
3. General Plan Amendment No. 200900002 is a request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from

Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a General Plan designation consistent with the remainder of the Project Site will be in place for the subject property. The City-portion of the Project Site is currently designated as Public Facility under the City of Los Angeles General Plan.

4. Zone Change No. 200900002 is a related request to change 0.9 acres from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program) zone; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City as MXD-68U-DP, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property. The City portion of the Project Site is currently zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
5. Vesting Tentative Tract Map No. 070853 is a related request to create two lots on 5.9 gross acres to accommodate a mixed use development consisting of a total of 390 residential units, which include 278 condominium units on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
6. Conditional Use Permit No. 200900024 is a related request to develop a mixed use residential and commercial/retail project in the Mixed Use Development ("MXD") zone, and to ensure consistency with the Development Program zoning addendum.
7. Parking Permit No. 201000008 is a related request to authorize 312 tandem parking spaces, reciprocal access and reduced parking for the Project.
8. Approval of the Vesting Tentative Tract Map, CUP, and Parking Permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.
9. The Project Site is approximately 5.9 gross acres (5.78 net acres) in size, rectangular in shape, with flat terrain and it is currently divided by West 116th Street. The subject property is currently developed with 11 residences (seven

single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.

10. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Metro Green Line Aviation/LAX Station, a bus transfer station, and a Park-and-Ride Lot. Land uses are single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres are zoned R-1 (Single-Family Residence), and 2.7 acres of the property, which is located within the City of Los Angeles, is zoned PF (Public Facility). The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200900002 to change the zoning of the subject property to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). Upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property. The City portion of the Project Site is currently zoned Public Facilities (PF) pursuant to the City of Los Angeles Planning and Zoning Code.
12. Properties to the north of the Project Site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The Project Site is located partially within the Airport Influence Area for LAX. The proposed general plan amendment and zone change are contingent upon a finding of Airport Land Use Commission (ALUC) consistency pursuant to Section 21676(b) of the California Public Utilities Code.
14. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the

Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117<sup>th</sup> Street and Judah Avenue to the west, south, and east respectively.

15. The general plan amendment is consistent with the goals and policies of the General Plan. The general plan amendment to Category 4 will allow high-density residential development near public transit which is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce the reliance on automobile, and limit greenhouse gas emissions. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to a established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surround land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current general plan designation. In addition, a higher density residential development will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport and major corporations such as Northrop Grumman, Lockheed Martin and Boeing.
16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
17. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures excepts as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
18. Compatibility with surrounding land uses will be ensured through the related zone change, parking permit, and Conditional Use Permit.
19. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.
20. The recommended general plan amendment is needed in order to fulfill and implement general plan policies to provide high-density multifamily and neighborhood commercial uses in areas close to transit stations, and employment centers.
21. The subject property is currently depicted within the Low Density Residential land use category of the Los Angeles Countywide General Plan Land Use Policy Map. The Low Density land use category is intended for single-family development with a maximum density of six units per acre. The Project site can accommodate a

maximum density of 35 dwelling units under the Low Density Residential land use category.

22. The proposed general plan amendment would change the Low Density Residential designation of the site to High Density Residential, which includes areas suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. The requested plan amendment would accommodate the proposed use of the property.
23. The recommended plan amendment is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as building orientation and inclusion a mix of housing and commercial uses compliment and protect surrounding uses.
24. Modified conditions warrant a revision to the General Plan. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation.
25. Approval of the proposed plan amendment is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access. The development is in conformity with good planning practices, as the development is necessary in order to fulfill General Plan goals, policies and programs in that the development of workforce housing near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy.
26. The applicant has satisfied the "Burden of Proof" for the requested plan amendment.
27. During the February 16, 2011 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. The applicant's representative, Charles Moore, the Project's architect, Dan Withee and a representative of the County Metropolitan Transportation Authority, Roger Moliere, testified in favor of the Project. Two additional persons testified in favor of the Project and three local

residents testified with concerns regarding the request. The Regional Planning Commission directed the applicant and staff to organize a meeting at the Del Aire community before the continued hearing date. There being no further testimony or discussion, the Regional Planning Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting and prepare draft findings and conditions for the Commission's consideration and final action on the VTTM and related entitlements.

34. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

28. [Reserved for summary of proceedings on April 20, 2011, public hearing.]

29. One phone call from a local resident was received on January 2, 2011. The caller requested information about the Project and expressed concerns regarding the lack of demand for additional housing in the local area.
30. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
31. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with responses to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
32. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR identifies and analyzes potentially significant impacts of the Project, including potentially significant impacts related to Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise, Water Quality, Air Quality, Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, Recreation, Greenhouse Gas Emissions, and Climate Change.
33. The EIR concludes that all potentially significant impacts of the Project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. Noise impacts would be long-term for developing residential

land uses in an exterior noise environment that exceeds 65 CNEL. The Project would expose future residents to exterior noise, including aircraft noise associated with the Los Angeles International Airport (LAX). Air Quality impacts would be short-term local (not regional) resulting from construction emissions from grading activities which would exceed the 24-hour ambient air quality standards for PM10 and PM2.5 at the nearest off-site receptors.

34. The Commission finds that substantial benefits resulting from the implementation the Project outweighs its unavoidable adverse effects on air quality and noise.
35. The Commission finds that predesignating portion of the Project Site is necessary in order to maintain consistency with the general plan and to implement the Project. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 precedent to filing any annexation request to the Local Agency Formation Commission.

**NOW, THEREFORE BE IT RESOLVED** that the Regional Planning Commission of the County of Los Angeles hereby recommends that the Board of Supervisors:

1. Hold a public hearing to consider General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024 and Parking Permit No.201000008;
2. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and reflects the independent judgment of the Board of Supervisors;
3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed general plan amendment;
4. Determine that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended general plan amendment is consistent with the goals, policies and programs of the Los Angeles County General Plan; and

7. Adopt the recommended General Plan Amendment Case No. 200900004-(2) amending the Land Use Policy Map of the Los Angeles Countywide General Plan as depicted on the Exhibit attached hereto and described hereinabove.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 20, 2011.

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Rosie O. Ruiz, Secretary  
County of Los Angeles  
Regional Planning Commission

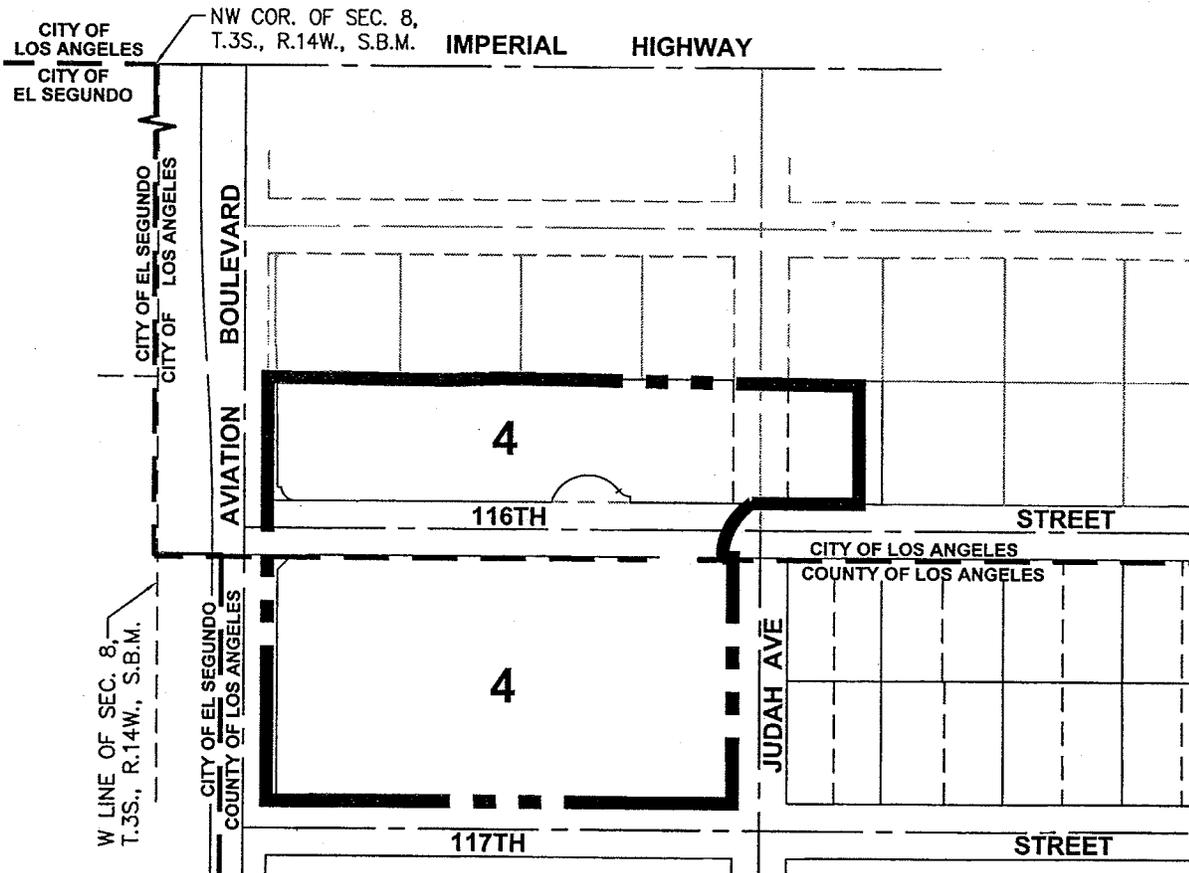
DRAFT

# GENERAL PLAN AMENDMENT DEL AIRE ZONED DISTRICT ADOPTED BY RESOLUTION: \_\_\_\_\_

ON: \_\_\_\_\_

PLAN AMENDMENT: PA 2009-00002

**AMENDING THE GENERAL PLAN LAND USE POLICY MAP OF THE COUNTY**



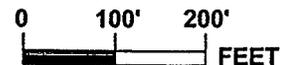
**LEGAL DESCRIPTION:**

LOTS 73, 74, 75, 76 AND PORTION LOT 72 OF TRACT NO. 2663, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOTS 77, 78, 79, 80, 111, 112, 113 AND 114 OF TRACT NO. 2663, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**LEGEND:**

- GENERAL PLAN AMENDMENT AREA
- CITY/COUNTY BOUNDARY
- PARCELS
- LOT LINE



**COUNTY LAND USE MAP  
084Z173**

THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
PAT MODUGNO, CHAIR  
RICHARD BRUCKNER, PLANNING DIRECTOR

**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION  
OF THE COUNTY OF LOS ANGELES RELATING TO  
ZONE CHANGE NO. 200900002-(2)  
FOR PROJECT NO. TR070853-(2)**

**WHEREAS**, pursuant to Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), the County provides for adoption of amendment to county zoning regulation;

**WHEREAS**, the applicants, Kroeze Family, LLC, Kroeze, Inc. and Los Angeles County Metropolitan Transportation Authority (sometimes referred to individually as "Applicant" and collectively, the "Applicants"), proposes to develop a mixed use development on 5.9 acres ("Project Site") with a total of 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space (collectively referred to as "Project");

**WHEREAS**, the Applicants have requested approval of Zone Change No. 200900002 to rezone 0.9 acres from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program) zone; and to pre-zone 2.7 acre located within the City currently zoned as PF ("Public Facilities") pursuant to the City's zoning regulation to MXD-68U-DP, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the Project;

**WHEREAS**, the Regional Planning Commission of the County of Los Angeles has conducted a public hearing in the matter of Zone Change No. 200900002 on February 16, 2011 and April 20, 2011; and

**WHEREAS**, the Regional Planning Commission finds as follows:

1. The Project Site located within both the unincorporated community of Del Aire in the County and the City, bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line Aviation/LAX Station and Interstate 105 ("I-105") to the north. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres located within the City.
2. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east though Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.

3. Zone Change No. 200900002 is a request to change 0.9 acres from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program) zone; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City as MXD-68U-DP, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property. The City portion of the Project Site is currently zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
4. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, so that upon approval of the detachment of the incorporated portion of the Project Site from the City, a General Plan designation consistent with the remainder of the Project Site will be in place for the subject property. The City-portion of the Project Site is currently designated as Public Facility under the City of Los Angeles General Plan.
5. Vesting Tentative Tract Map No. 070853 is a related request to create two lots on 5.9 gross acres to accommodate a mixed use development consisting of a total of 390 residential units, which include 278 condominium units on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
6. Conditional Use Permit No. 200900024 is a related request to develop a mixed use residential and commercial/retail project in the Mixed Use Development ("MXD") zone, and to ensure consistency with the Development Program zoning addendum.
7. Parking Permit No. 201000008 is a related request to authorize 312 tandem parking spaces, reciprocal access and reduced parking for the Project.
8. Approval of the Vesting Tentative Tract Map, Conditional Use Permit, and Parking Permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General

Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

9. The Project Site is approximately 5.9 gross acres (5.78 net acres) in size, rectangular in shape, with flat terrain and it is currently divided by West 116th Street. The subject property is currently developed with 11 residences (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
10. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Metro Green Line Aviation/LAX Station, a bus transfer station, and a Park-and-Ride Lot. Land uses are single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres are zoned R-1 (Single-Family Residence), and 2.7 acres, which is located within the City of Los Angeles, is zoned PF (Public Facility). The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200900002 to change the zoning of the subject property to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). Upon approval of the detachment of the incorporated portion of the Project Site from the City, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property. The City portion of the Project Site is currently zoned Public Facilities (PF) pursuant to the City of Los Angeles Planning and Zoning Code.
12. Properties to the north of the Project Site are zoned PF (Public Facility) and Los Angeles International Airport (LAX) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The Project Site is located partially within the Airport Influence Area for LAX. The proposed general plan amendment and zone change are contingent upon a finding of Airport Land Use Commission (ALUC) consistency pursuant to Section 21676(b) of the California Public Utilities Code.
14. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking

spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117<sup>th</sup> Street and Judah Avenue to the west, south, and east respectively.

15. The Project is consistent with the proposed MXD-68U-DP zoning classification. Multi-family residences and commercial uses are permitted in the MXD-68U-DP zone pursuant to Section 22.40.520 of the County Code. The Project also complies with the density provisions of the MXD-68U-DP zone, which allows a maximum of 390 dwelling units on the subject property. The associated Conditional Use Permit will ensure the Project's compliance with the requirements and standards of the zone.
16. The requested zone change to MXD-68U-DP is necessary to authorize the proposed use on the subject property.
17. The project is consistent with the uses allowed within MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone through the CUP:
  - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
  - b) Lot No. 1: To allow Building Coverage of 85 percent.
  - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:
    - i. Studio Condominium: one covered parking space per unit
    - ii. One Bedroom Condominium: one covered parking space per unit
    - iii. One Bedroom Apartments: one covered parking space per unit
  - d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
    - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
    - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.

18. Modified conditions warrant a revision in the zoning of the subject property. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation. Existing zoning classification of the project site was reflective of the prior planned use as low density residential and neighborhood servicing commercial. The surrounding uses have been established subsequent to the current zoning of the project site.
19. A need for the proposed zone classification exists within the area because the Countywide General Plan recognizes the importance of developing a range of housing types near public transportation system and encourages urban growth into areas with existing infrastructure system. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to an established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current general plan designation. In addition, the proposed zone will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport and major corporations such as Northrop Grumman, Lockheed Martin and Boeing. The proposed zone can take full advantage of the existing vehicular and rail transportation network.
20. The subject property is a proper location for the proposed MXD-68U-DP zoning classification and placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, in that the proposed zoning classification will allow implementation of development that protects the safety of current and future residents due to the presence of geologic, seismic, fire, flood or erosion hazards through appropriate design and location standards. The project site has access to all the available services and facilities that are needed for the proposed development. The subject property fronts on a designated County Highway and it is adjacent to the Green Line. Moreover, the proposed development is compatible with existing surrounding commercial and public facilities uses to the north and west. The design and scale of the Project will prevent the residential areas to the south and east from intrusions.

21. The proposed zone change from R-1 and C-1 to MXD-68U-DP is consistent with General Plan Amendment Case No. 200900002 and, as reflected therein, with the goals and objectives of the General Plan.
22. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health and Regional Planning.
23. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures except as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
24. Compatibility with surrounding land uses will be ensured through the related general plan amendment, parking permit, and conditional use permit.
25. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.
26. The applicant has satisfied the "Burden of Proof" for the requested zone change.
27. During the February 16, 2011 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. The applicant's representative, Charles Moore, the Project's architect, Dan Withee, and a representative of the County Metropolitan Transportation Authority, Roger Moliere, testified in favor of the Project. Two additional persons testified in favor of the Project and three local residents testified with concerns regarding the proposed access and the density of the development. The Regional Planning Commission directed the applicant and staff to organize a meeting in the Del Aire community before the continued hearing date. There being no further testimony or discussion, the Regional Planning Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting and prepare draft findings and conditions for the Commission's consideration and final action on the VTTM and related entitlements.
28. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total

of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

29. [Reserved for summary of proceedings on April 20, 2011, public hearing.]
30. One phone call was received from a local resident on January 2, 2011. The caller requested information about the Project and expressed concerns regarding the lack of demand for additional housing in the local area.
31. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support

of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.

32. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
33. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR identifies and analyzes potentially significant impacts of the Project, including potentially significant impacts related to Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise, Water Quality, Air Quality, Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, Recreation, Greenhouse Gas Emissions, and Climate Change.
34. The EIR concludes that all potentially significant impacts of the Project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. Noise impacts would be long-term for developing residential land uses in an exterior noise environment that exceeds 65 CNEL. The Project would expose future residents to exterior noise, including aircraft noise associated with the Los Angeles International Airport (LAX). Air Quality impacts would be short-term local (not regional) resulting from construction emissions from grading activities which would exceed the 24-hour ambient air quality standards for PM10 and PM2.5 at the nearest off-site receptors.

35. The Commission finds that substantial benefits resulting from the implementation the Project outweighs its unavoidable adverse effects on air quality and noise.
36. The Commission finds that rezoning portion of the Project Site is necessary in order to maintain consistency with the general plan and to implement the Project. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 precedent to filing any annexation request to the Local Agency Formation Commission.

**NOW, THEREFORE BE IT RESOLVED** that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024 and Parking Permit No.201000008;
2. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and reflects the independent judgment of the Board of Supervisors;
3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed zone change;
4. Determine that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended change of zone is consistent with the goals, policies and programs of the Los Angeles County General Plan, with the adoption of General Plan Amendment Case No. 200900004-(2) by the Board;

7. Find that the public convenience, the general welfare and good zoning practice justify the recommended change of zone; and
8. Adopt the recommended Zone Change Case No. 200900004-(2) changing the zoning classification on the property as depicted on the attached Exhibit and described hereinabove.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 20, 2011.

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Rosie O. Ruiz, Secretary  
County of Los Angeles  
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

SZD:CSB  
4/7/11

